

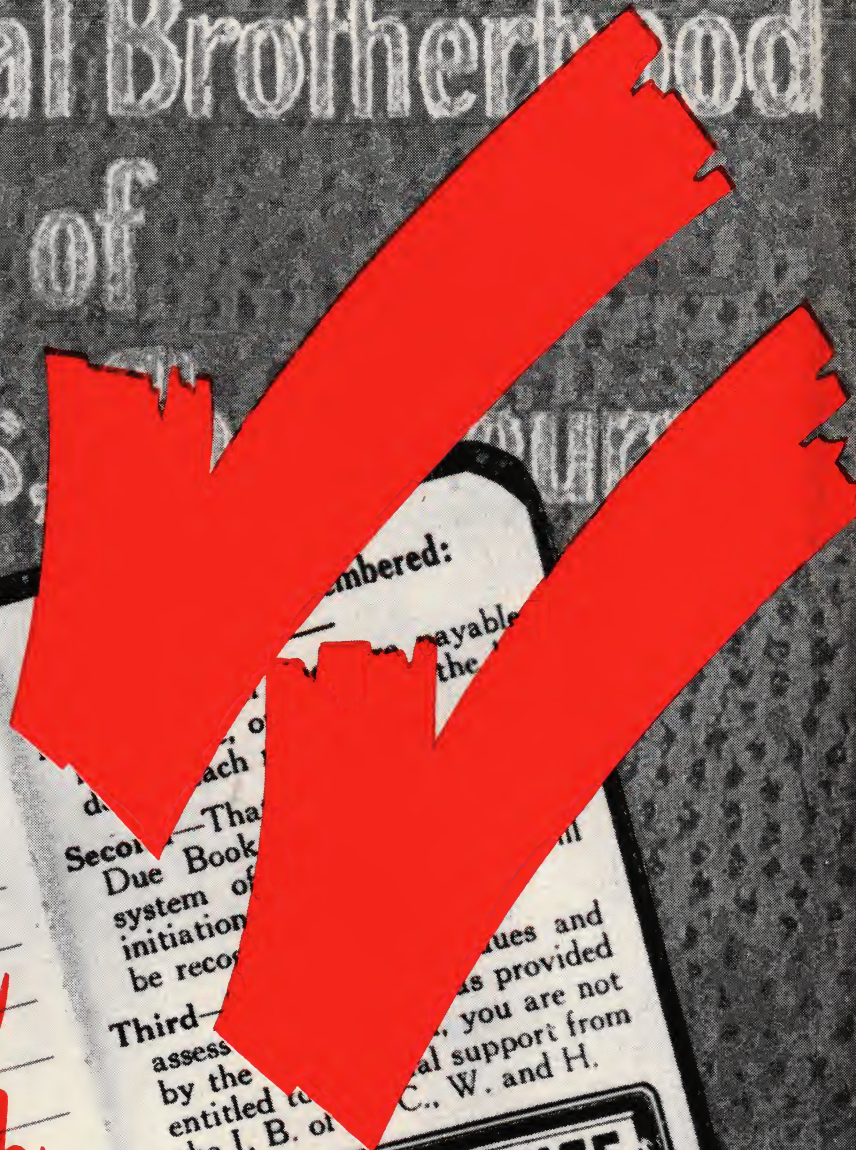
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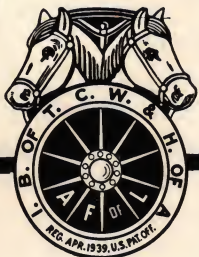
IN THESE STATES!



BE A FULL-TIME CITIZEN

Register and Vote

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

Vol. 47

JUNE, 1950

No. 6

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New Bond Drive Merits Our Support

The nation is now in an important Treasury bond drive—the "Independence Campaign"—ending July 4.

It is appropriate that we note especially this campaign and its relationship to two important holidays in our nation's history. On June 14, we celebrate Flag Day and on July 4 the anniversary of our independence.

We can help make ourselves and our country more independent by participating in the 1950 Independence bond drive.

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Timely Remarks

by DANIEL J. TOBIN

A Loss and a Lesson

The political pot, in recent weeks, has been boiling over. Labor is doing all it possibly can to be helpful to the progressive candidates in both parties now seeking office. It was a great loss to Labor to have Senator Pepper defeated in Florida. I was down there and was quite surprised that there was very little being done by some individuals (who had the power to do things) towards helping in the election of Senator Pepper. Of course, Florida is a poorly-organized state insofar as Labor is concerned.

All the business interests I know of were lined up against Senator Pepper, purely on the grounds that he is too progressive, but the truth is it was because Pepper was warm for Labor and Mr. Smathers, down in Congress, is quite friendly towards the Taft-Hartley law.

I hold it was a setback for the progressive forces of the nation, but I am not discouraged and the workers should not be discouraged. This should be a lesson to them to go out and work with greater energy and determination so that, in the November elections, Labor will be able to return to office those that are pledged to give Labor an honest, square deal.

It has been proven to the satisfaction of every one who has any kind of reasoning power, without prejudice, that the Taft-Hartley law is a total failure insofar as prevention of strikes is concerned. Why, then, do the reactionaries of the nation insist on continuing that law which has not, in any sense of the word, accomplished what it was intended to accomplish—the prevention of strikes and other disagreements between employers and the organized workers?

The Taft-Hartley law may be the means of returning again in 1952 a progressive Congress, something similar to the legislators that we elected during the first 12 years of the Roosevelt adminis-

tration. The action of the Republicans in enacting the Taft-Hartley law was mainly responsible for the return of President Truman to office in 1948. It may be the cause of reelecting him in 1952. You can rest assured that Mr. Truman will be the Democratic nominee. As a matter of fact, he will have no opposition in the 1952 convention of the Democratic Party, which selects the candidates for President and Vice President.

The blundering of the Republican Party returned him to office in 1948, and they now appear to be on the road to doing the same thing in 1952! If this trouble with Russia is still on, Mr. Truman will be elected in 1952 without a doubt. However, the Republicans are building up their fences and they are very, very likely to have complete harmony and unity before the campaign in 1952. If they modify their position towards the Taft-Hartley law, they could get control of the nation. But the old time leaders of the Republican Party are so determined to crush Labor that they will not modify their platform or pledge the repeal of the Taft-Hartley law, which is a thoroughly useless law and was only put through by the spiteful, venomous labor-haters of the nation. It seems that it is useless to expect those labor-haters, who have a big influence in Washington, to change their tactics.

While a guest speaker at the Pennsylvania Federation of Labor convention recently, I found some discouragement existing amongst the labor men in the state, but I am sure they will get over that long before the campaign begins next fall. I know that Pennsylvania can be won over to the progressive column. Roosevelt carried Pennsylvania three or four times by enormous majorities. I remember going through Pennsylvania in the President's car, and from the time we left Philadelphia until we got to the other end of the state there could be seen large crowds, innumerable multitudes that went wild over Franklin D. Roosevelt. They not only were enthused and encouraged by his presence in the state at that time, in October of 1932, 1936 and 1944, but they went to the polls almost as a unit and voted for the man they believed was the friend of labor, as he really was. In the elections of 1932, 1940 and 1944 we had some very big labor leaders against Roosevelt. But the workers there, as elsewhere, gave him their votes.

Don't tell me that, with the right candidates, this cannot happen again. I know it can happen and I feel that it will happen if the Democrats not only adopt a progressive platform but do something towards holding those who are elected on that plat-

form in line after they are elected. The disgraceful actions of the Southern Senators in Congress who have violated their pledges, as contained in their platform, by lining up with the Republican labor-haters in the House and Senate, is something that I don't believe ever existed in our country up to now. Something must be done to prevent men from betraying their solemn promises and obligations. If the Southern Democrats continue to vote with the Republicans on every measure intended to be helpful to labor, then they will eventually destroy the Democratic Party.

In the same sense, I repeat, that if the Republicans continue as they have for the past four years to hammer Labor as they did in the days of Lodge, Penrose, Mellon and Taft, the father of the present Senator from Ohio, then you can rest assured they will continue to be out of office, as they have been for the past 16 years.

Support for Morse

Every man and woman working for a living and every friend of the workers should help Senator Morse in his campaign in Oregon, because he has been about as fair a Republican Senator as has ever blessed the United States Senate in behalf of Labor. It is not just enough to say, "Support your friends and defeat your enemies." The men and women of Labor must go out and work as they never worked before toward the election of men who will play the game squarely with the workers.

Start in now to lay the foundation of your campaign. Remember, you are not doing this for anybody else—you are doing this work for yourselves, because I warn you now, as I have more than once in the last 20 years, that unless you get going and going fast, your freedom and the conditions you have struggled to obtain over the years may be, by adverse laws, taken from you!

The freedom and independence of every man who works for a living is in danger and the maintenance of that freedom and independence rests with the workers themselves.

Begin now, and when the ballots are counted I hope and pray that, with your help, we will get rid of those who unjustly are endeavoring to destroy the freedom of the masses of the people.

Try to encourage the farmers to see your point of view, especially those of you living in small towns. Impress upon the farmer that the continuance of employment and the enjoyment of good wages is the only hope to maintain any kind of stability for farm products.

We, the workers, are vastly in the majority and it is our fault if our enemies are returned to office. Don't tell me it can't be done. I know it *can* be done! I went through four national campaigns and I recall that the picture for Franklin Roosevelt in the fall of 1932 looked so bad that we were thoroughly discouraged in the national Democratic headquarters in the Biltmore Hotel in New York City.

Not until about the middle of October of that year did we begin to pick up courage and, when the votes were counted, you remember Roosevelt carried every state in the union with the exception of two and this was repeated without any serious difficulty in 1936, in 1940 and in 1944.

Certainly it can be done and it will be done if the toilers of the nation, organized and unorganized, make up their minds to do the job. Of course, it is necessary to create confidence amongst the workers for their candidates. So you on the floor in your gatherings and conferences endeavor to spread your belief in the sincerity of the candidates running for office in your district.

The glory of having the privilege of voting is something that the average American toiler does not seem to appreciate fully. During the last primaries, there were millions who stayed away from the polls, men and women alike. This should not be so in November. Don't you say, "I won't be missed with my vote," and remain away. That's the curse of having an undue regard for the liberties and freedoms that we enjoy in our country. If you were threatened by law to be prevented from voting you would be the first to be heard in protest. Now that you are not threatened, use the privilege and get everybody else to use it. Otherwise the privilege of voting, as well as the conditions you now enjoy, will be gradually, slowly, surely swept away from you because big money, great monopolies, powerful advocates of "bring back the old days of slavery" are at work night and day in this glorious country of ours to set us backward and backward until our freedom and the things that we love and enjoy most are taken from us one by one by shrewd, clever manipulators of wealth whose influence is tremendous in the halls of legislatures, both state and national.

Salute to Philadelphia

While in Philadelphia I had the great pleasure of visiting the headquarters of Local 107 in that city. I have never seen any better building by any

labor union, and I have never visited any headquarters that impressed me any more than I was in going through that new building, which was erected and is owned without any mortgage by our membership in Philadelphia. I have seen many other headquarters of local unions and of joint councils that were, of course, monuments to the men who were helpful in erecting same, but I think that the Philadelphia headquarters of our union is the last word in both design, usefulness, accommodation and beauty. They have two halls in the headquarters, one to hold about 175, for small conferences, and another hall capable of easily seating 500. The offices are completely streamlined and modern in every sense of the word.

Excellent Headway

I could not help being reminded of the conditions now in Philadelphia and what prevailed there when I first went into that city many years ago. We had but a very small membership in that city for many years after I became General President. The rotten political machines in the city which controlled some labor men, most of whom have passed away, prevented the organization of the workers. In many instances in the old days, a man who talked unionism for teamsters or chauffeurs was in danger of being seriously assaulted or put away by some of those who were in power. But, today, every branch of our craft is fully organized in Philadelphia, with perhaps the exception of the warehouse workers. The business agents and officers, under the guidance and advice of Vice President Crumbock, are making headway in that direction.

I was exceptionally disappointed when I had to adjourn the meeting of our General Executive Board, due to the fact some of our board members were seriously ill and also to the fact that transportation was at a standstill for several days due to the strike of the railroad workers. The Joint Council of Philadelphia had arranged for a banquet to be tendered to the membership of the General Executive Board. We are deeply thankful and grateful to the Joint Council for their thought and repeat that it would have been a great pleasure for us to attend and meet all of our local officers, if it had not been for the reasons stated above.

We suggest to any of our officers and organizers who are passing through Philadelphia that if they have a chance they ought to drop in to the headquarters of Local 107. The new offices and headquarters are located in the very heart of the trucking district, which makes it very convenient for the

truck drivers to get into the offices of the union on any business they may have with the organization.

Again we congratulate Vice President Crumbock and the membership of Local 107 and all the others who were helpful in erecting this monument, our Teamster headquarters, to the trade union movement in the historic city of Philadelphia.

I know of no reason whatever why other large cities, which have scattered offices and old time holes-in-the-wall for offices, should not follow the example of Philadelphia, Los Angeles, Seattle, Detroit and all the other cities in the country where the Teamsters own their own building and where they have up-to-date, modern offices, not only to handle their own business but in which they can hold conferences of any kind dealing with the business affairs of their union. Other cities should take notice and follow the example of the Teamsters of Philadelphia.

High Trusts Demand Ability

I think Calvin Coolidge was an honest man but he did not have the ability to fill the chair of the President of the United States. When Cal Coolidge was Governor of Massachusetts, he was a fairly decent fellow and went along in the middle of the road for Labor. But the job of President of the United States was too big for him. He was bereft of understanding and experience in world affairs.

The next failure we had as President was Hoover. I campaigned against Hoover in 1932. The country was overwhelmingly Republican. Herbert Hoover, as a member of the Cabinet, was rather a decent fellow but when he got to be President he knew nothing about the job. It was just like taking a member who had never represented his local union, had no experience in negotiations or diplomacy and making him President of the American Federation of Labor.

Experience Necessary

No matter how much you know, you have got to have experience. Hoover spent most of his life over in the Orient, making money. When he came back to this country he really knew nothing about the intricacies of government. Often, in talking with President Hoover, as I had to do as a representative of Labor, I really felt a lot of sympathy for him. There is no doubt he was financially honest and morally decent but, while those qualities and requirements are necessary, it is also necessary that men have ability and experience.

In the Labor Movement you can have a man who

is thoroughly decent, sincere and honest, but if he knows nothing about the job he is not worth a lead nickel to the Labor Movement.

The greatest diplomat and the most experienced man in world affairs who "never lost the common touch," as Kipling says, was Franklin Roosevelt. I really admired the graciousness and the intellectual ability of Woodrow Wilson but Wilson, to his own sorrow, was not a diplomat. He could not hold in his inner feelings. That is why he lost the battle of the League of Nations. His bitterness, jealousy and honesty would not permit him to appoint old Henry Cabot Lodge as a member of the committee drawing up the Treaty of Versailles.

Henry Cabot Lodge was a brilliant Senator from Massachusetts. He is the grandfather of the present Senator Lodge, and he was a smooth politician who bluffed the working people in Massachusetts for many years. The grandson is the better man and he is now seeing the mistakes of his Harvard grandfather, but he does not have the technique or the planning strategy of his grandfather. While I state to my readers that the present Senator Lodge is, at heart, a more honest and sincere believer in freedom and justice for the workers, perhaps if he had lived in the days of his grandfather he might have followed the same policies as did his grandfather.

Politics Are Cleaner

The world is getting better, and politics is getting cleaner, but the qualities of statesmanship, courage, intellectual ability and honesty are somewhat fading out in certain departments of the Government. We have a couple of United States Senators here from Indiana, while I am writing this, and the good Hoosier State, which is really a wonderful state to live in, is discovering they are about the cheapest kind of politicians you can find anywhere. Oh, no, I don't say they are financially dishonest. But when I think of Tom Marshall, who was Vice President under Woodrow Wilson, and John W. Kern, who was United States Senator, and all the other great men who represented this state at one time, I can't suppress the thought and the expression of how far we are deteriorating in statesmanship. And, still, the farmers believe in those two gentlemen, who can do nothing for the farmer or the worker except give them a lot of talk and make a lot of unfulfilled promises. What's the answer? I don't know the answer because the Democratic Party is somewhat bankrupt for leadership in Indiana.

Every working man and woman has the power

and the right to think for themselves. The worker should keep on fighting, battling and cleaning house, starting at the basement and ending on the top floor. Don't tell me that it can't be done. Of course it can be done because it has been done before.

Stay Within the Union

The way to clean out a union where there are wrongdoers is not to secede but to stay within the walls, even if you are all alone and fight the battle of the union. I had three secession movements in the Brotherhood of Teamsters. They all went down crying and begging for mercy and came crawling back for the protection of the International Union.

Let the above statement be a guiding light to anyone now in our union who may believe that he is bigger than the body that created him, the International Union. Oh, yes, it is a headache to fight secessionists, disruptionists, jealousies and narrow-minded cliques. But, it is also a headache for those who believe that they should defy the very laws that they, themselves, made in drafting the Constitution.

I am working harder as President of this International than I have ever worked in my life. I want no sympathy because I am getting paid for my work; very well paid and very well treated. And, if I needed more, or better treatment, I know my membership would give it to me. I have no axe to grind except to tell our membership of the dangers that may confront them as time goes on. Benedict Arnold betrayed his country and was hated and despised and his name went down in history as a symbol of treason. The sin of the ignorant Judas will be remembered through all time. The crime of secession and the men who prompt it or encourage it is equal, in our Labor Movement, to the crimes of Judas and Benedict Arnold.

Loyal Membership

I am happy to say that within the whole confines of our union we have nothing but a loyal membership and a wonderful local leadership and perhaps you will wonder why I am writing this article. I am writing it for the primary purpose of instilling into the minds of our general membership and their families who read this journal, the glory and the honor and the power within this wonderful International Union.

Don't lay down on the job. Instead of laying down on the job and drawing your salary, get out and work! Only hard work, decency, courage, obedience to law, will make you anything and everything as time rolls on.

Recording Machine Designed For Teamster Meetings

Tape Method Was Selected After Exhaustive Tests



SPECIFICATIONS

TAPE SPEED.....	7½" per second
REWIND SPEED.....	20 to 1
DIMENSIONS.....	13" x 14" x 10"
WEIGHT.....	27 lbs.
RECORDING TIME.....	1 hr. on 1,200 ft. reel
CABINET.....	¾" plywood with locking corners
FAST FORWARD.....	20 to 1

With meetings, conferences and even conventions occupying a more and more emphatic place in union affairs, it is becoming more and more essential that a clear cut record be obtained and kept of these important events.

For some time now a committee has been carrying on an exhaustive search to find a recording machine to answer the many purposes needed in specialized union activities.

Virtually every type of machine on the market was analyzed, tried and carefully considered. Many had some of the features thought necessary, some had none and others had superior tone quality but were heavy and cumbersome.

As announced by Dave Beck, Executive Vice President, during the recent trade conference sessions at Chicago, the committee has finally hit upon a plan to develop a **device that will have as a basic requisite a standardized recording setup**, with complete fidelity of tone, playback ease and portable weight.

A big name company has been consulted and agreed to build to specifications submitted a machine at a nominal price, built especially for union work.

It is understandable that all locals and joint councils should have the **same machine so that the recordings may be played back, regardless of where or when made and that new recordings can be played in New York, Los Angeles and Chicago.**

According to the preliminary plans, the union playback machine will be ideal for conference and meeting work, will be simple to operate and will be of superior tape rather than wire.

While it will be extremely flexible in purpose, affording dictation accessories, those desiring the accessories must say so in the original order, as the basic machine will provide mainly for recording and playback only.

According to the committee on the development of this machine, the fidelity of tone will be superior to almost any on the market now in the same price range.

It will be light enough to take home or to other meetings, will have a special rewind speed, can record from radio or phonograph and will be usable in the automobile with the employment of a special convertor.

Sound commentaries can be synchronized to movies and it was pointed out the machine could prove to be an important part of the good and welfare portion of union meetings.

For details on purchasing this machine, please communicate directly with the Union Merchandising Corporation, 75 East Wacker Drive, Chicago 1, Ill. The telephone of the company is Andover 3-6665 in case local union officials wish to communicate by phone.

Indianian Is 'Driver of Year'

LLOYD REISNER, a member of Local 135, Indianapolis, Ind., has been named Driver of the Year for the nation's trucking industry. The selection was made on his long record of accident-free driving plus a dramatic highway rescue during which he gave life-saving assistance to a mother and her 9-year-old daughter who had been injured in an automobile accident.

Brother Reisner and his wife received an expense-paid trip to Washington and New York. Brother Reisner also will receive a Crosley refrigerator, a large trophy, and other awards.

Judges in the contest were: Maj. Gen. Philip B. Fleming, Chairman of the Maritime Commission and general chairman of the President's Highway Safety Conference; Arthur C. Butler, Director of the National Highway Users' Conference; and W. Y. Blanning, Director of the Bureau of Motor Carriers, Interstate Commerce Commission.

Brother Reisner's modern version of a Biblical parable happened last June in Louisville, Ky. Driving cautiously down a long grade in a heavy rain, he noticed a car crosswise of the pavement, the horn blaring. He saw at once that the car had been in an accident. Stopping his truck off the highway, he ran to the car. He found a woman and her child inside, the child badly hurt and the mother suffering from shock. The child's teeth were knocked out and her face and throat were seriously cut. Nine-year-old Barbara Jean Zehner, of Louisville, was in danger of suffocating from throat hemorrhage.

Reisner rendered first aid to the child and hailed passing motorists. None offered to take the child to the hospital, possibly because of her bleeding. In desperation, realizing the critical condition of the child, Reisner commandeered a car and

Indianapolis Teamster Honored for Long Record of Accident-Free Driving and Dramatic Highway Rescue of Mother and Small Daughter



Teamster Lloyd Reisner, "driver of the year," receives congratulations from President Truman at the White House. Left to right: Maj. Gen. Philip B. Fleming, general chairman of the President's Highway Safety Conference and chairman of the three-man board of judges which selected Reisner; the President, Reisner and Mrs. Reisner.

had the motorist rush to St. Anthony's Hospital in Louisville. En route to the hospital, he applied pressure to her throat arteries to prevent hemorrhage.

Once the mother and child were under the care of doctors, Reisner hitch-hiked back to his truck and continued his journey.

A month later he received this letter from the girl:

"I went to the doctor's today and he said I am getting along fine. I'll start with the dentist soon. Always be careful so nothing will ever happen to you. I am sending you a little gift—a shirt and a tie. When you come to Louisville, come out to see us. Your little friend, Barbara Jean."

Reisner, a driver for Hancock Truck Lines, has been driving trucks

since 1936 with only one minor accident. A veteran of the South Pacific campaign, he spent four years in the Army before returning to his career as a driver of over-the-road commercial vehicles. He is employed by Hancock Truck Lines, Indianapolis.

Commenting on truck drivers who have amassed impressive safe driving records but who have never been called upon to take part in individual deeds of heroism or highway rescue, Maj. Gen. Philip B. Fleming, chairman, board of judges, said:

"It has been brought to our attention that countless truck drivers perform outstanding deeds of highway courtesy and consider such action a part of their job. These professional drivers are setting astounding records for accident-free mileage."



JUNE						
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1950 ALL TRUCK CHECK Set for June 18-23

THE entire resources of the International Brotherhood of Teamsters will be mobilized in the 1950 All-Truck Check, according to plans completed by the General Office and officials in direct charge of the checking campaign.

So successful was the 1949 Over-the-Road Truck Checking Campaign that the 1950 drive is being expanded to include all trucks and warehouses. "Everything that rolls" is the slogan of the 1950 effort.

Plans for the 1950 All-Truck Check were developed by the National Trade Divisions in the meeting at Chicago held April 17-19. At that meeting chairmen of all policy committees met to discuss ways and means of most effectively handling the 1950 campaign which is scheduled for June 18-23.

When the checking work starts, it will begin with the experience of a year ago behind the checkers, joint council and local union officials. The 1950 campaign will be a double-check—a second check-up following the introduction of this method of aiding union organization.

The Over-the-Road Conference in Chicago considered every phase of the 1949 campaign reviewed the

points of greatest weakness as well as those of greatest strength. Based on this review, is believed that the 1950 plans are as near perfection as human experience can make them based on the actual road-check experience to date.

The road-check will extend from coast to coast and from the Mexican border into the Dominion of Canada. General President Daniel J. Tobin, always alert for new and effective ways of strengthening the International Brotherhood of Teamsters, gave the 1949 effort his wholehearted support and has expressed the hope that the 1950 drive will prove even more successful, particularly in view of the expanded scope of activity.

Executive Vice President Dave Beck in outlining plans for the 1950 drive at the Chicago Conference said that he anticipated gains in membership from the drive.

"We did a good job last year, but this was a new activity and one on which some of our members had some doubts. Our experience last year is proof that this campaign is a genuinely strong device for aiding our union. In 1950 we know we will get almost 100 percent cooperation of all Teamsters—this we are

asking and this we expect to get. I know that the drive in June will be a really great success."

The General Office is sending out detailed instruction in a series of letters to joint councils and local union officers. A copy of the first letter appears immediately following this article in this issue of THE INTERNATIONAL TEAMSTER. Following this letter, two other letters of information and instructions will be mailed to joint councils and local unions.

In addition to the letters of instructions, the joint councils and locals are being furnished all the supplies and printed materials as their equipment in the 1950 checking campaign. Feature of the material this year is the "double-check," symbol of the 1950 drive. Special badges for the lapel with the words "Official Checker—1950" are available for use of Teamster checkers.

Checkers will work in teams this year as they did last year. They will work from vantage points such as weighing stations, terminals, freight docks and warehouses. The checkers will ask drivers' for their books or receipt for dues. *No money will be collected. No trucks will be stopped.*

Instructions to *Checkers*

ALL TRUCK CHECK June 18-23



To the Secretary-Treasurers of all Teamster Local Unions and Joint Councils:

1. Notify all your employers immediately, using as a model the suggested form letter included in the instructions sent to Joint Councils and Local Unions. Be sure to use your own stationery.
2. If your Local or Joint Council has not yet held a meeting to make definite plans for carrying on this year's checking campaign, see that the date for such meeting is set today.
3. Every secretary and business representative of every Local Union in the United States, as well as the organizing personnel of all Joint Councils, will be expected to set aside every possible moment to participate in this checking campaign. This means all Local Unions, no matter what crafts they cover.
4. It is suggested that wherever personnel is available checking agents work in teams of two.
5. It is the responsibility of your Local Union to set up the detailed checking plans, such as: where drivers will be checked; at weighing stations, railroad terminals, freight docks, team tracks, warehouses and other key points pertaining to your own particular craft, so that the checking may be expedited.
6. Of course you know the conditions prevailing in your particular area with respect to the checking of truck drivers, and you will be governed accordingly.
7. Notify every member of your Local, by mail and through business representatives, shop stewards and other contacts, that he must be in good standing on or before June 18. Impress upon each such driver that his failure to keep in good standing with his Local Union may jeopardize his employment. Bear this in mind: Any employer who is under a union shop agreement with your Local violates that agreement if he retains in his employment (after thirty-day trial period) non-members or members not in good standing. When he signed his agreement with your Local, he made a solemn and binding commitment to abide by and to respect all of its terms, including the pledge to retain in employment only members of your Local in good standing.
8. To make the checking easier and the keeping and filling out of the report card more convenient, checkers should use a clip-board.



Recommended Procedure for All Checking Agents



Emphasize courtesy in all contacts while engaged in this checking campaign. Courteous approach to the driver and helper will result in better cooperation and understanding. Be certain that every agent or representative engaged in this checking campaign carries identification credentials at all times and that his own dues book is in good order.

Emphasize that agents checking trucks will NOT collect dues. This is extremely important. Drivers must see to it that they are in good standing.

Be sure to emphasize this fact to each employer: If he carries out his part of his contract with your Local Union with respect to retaining in employment only members in good standing of the Local Union, checking of his employees will be facilitated.

When checking, ask driver in courteous manner to cooperate by showing his dues book or receipts for dues. Explain that this

check is necessary to be certain that no non-union men are working on the equipment in violation of your agreement with your employers.

It is strongly recommended to each secretary that in all instances where union shop agreements are in effect, the responsibility for retaining in employment **ONLY** members in good standing in your Local be placed upon the employer; that this fact be stressed when informing such employers of this checking campaign, so that there can be no misunderstanding. Inform such employers that if violations of your agreement on their part result in work stoppages affecting their equipment they will be solely responsible.

Emphasize over and over again to your employers that there will be no undue delays to equipment because of this checking campaign, provided the employer himself is not violating his agreement with your Local Union by continuing to employ drivers who are not union members in good standing.

In contacting each driver, see that his dues book or receipts show he is paid up and in good standing for the month of May. If his book or receipts show him to be in good standing, paste gummed red-check label on the last page of the dues book facing the Union Service shop card under the word "Assessments" or on the back of his May receipt. Write in on such gummed red-check label the day the driver is checked and the signature of the checker. These gummed red-check labels herein referred to are being sent from Washington under separate cover to the secretary of each Local Union.



This badge will save time and avoid unnecessary inconvenience.

In the event the driver is found to be in bad standing, or a non-member, the checker will carry out the instructions of your Local Union or Joint Council with respect to his continued employment.

Secretaries of Local Unions will obtain supplies of gummed red-check labels from the Washington Office of the International Union. Be sure that these labels are not supplied to anyone except agents checking trucks, and that each such agent understands that all labels must be strictly accounted for.



White report cards for use of agents checking trucks are being furnished. These cards also are being sent from Washington at the same time to each Local Union or Joint Council secretary and he will see to it that they are furnished together with lapel badge in sufficient quantities to checkers.

Agents checking trucks must fill out these report cards and return them to their Local secretaries daily and the secretaries must make certain that they are immediately tabulated. Please keep these report cards clean, and write legibly, as the information they give will be of great value to our organization.

Follow instructions on checker's report cards carefully. Checkers are to fill in the TOP part of the two-part card. The BOTTOM part will be typed by your Local Union and sent to the secretary of your regional conference.

LET'S TOP LAST YEAR'S EXCELLENT RECORD!

EDITORIALS

Unsung Heroes

Recent attention devoted to the extension of the military draft reminds the nation that we have some 37,000 of our citizens who have been doing voluntary work without pay for more than ten years.

These citizens are members of the draft boards throughout the country who serve without pay. The local board members, appeal board members and numerous medical and other advisers have been giving of their time and talent to the fair administration of the selective service machinery.

At a time in which everyone seems to be striving to get more for himself or trying to outdo the other fellow, it is rather satisfying to note the fine work done by these volunteers who serve without pay and too often without recognition or credit.

High Pressure Lobbying

Congress has been hearing some interesting testimony about the activities of the real estate lobby. The National Association of Real Estate Boards told a congressional committee that it was spending \$130,000 a year in lobbying activities.

This figure seems small in terms of the active campaign the real estate people carry on. To this should be added the costs of the many full time or part-time employees who make it their business to attempt to thwart progressive housing legislation or to obtain repeal of laws now on the books.

One of the interesting revelations which turned up in the committee came in the form of a letter from the head of the real estate lobby to a state association president. This letter has been widely publicized—the writer said “I do not believe in democracy. I think it stinks.”

The complete text of the letter was released by the committee and it said among other things:

“I do not believe in democracy. I think it stinks. I believe in a republic operated by elected representatives who are permitted to do the job as the board of directors should. I don't think anybody except direct taxpayers should be allowed to vote.

“I don't believe women should be allowed to vote at all. Ever since they started, our public affairs have been in a worse mess than ever. . . . My personal contacts with the radio chains have been of great value.

Also some of the favors we have had from other great associations, especially NAM, are matters which cannot be discussed but which have built up our organization in many intangible ways.”

There you have it: the real estate spokesman doesn't like democracy. He doesn't think women should vote and he doubtless loves the NAM—National Association of Manufacturers.

This real estate lobby bears watching 24 hours a day. The housing problem affects the laboring man and woman more than it does any other group in the economy. It is well that we know who our enemies are and what they stand for in these days of conflicting legislative efforts.

Warming Up

The 1950 political season is warming up. In May the country had seven primaries and in June a half dozen more are scheduled.

The May event which jolted labor and liberals generally was the defeat of Senator Claude Pepper for renomination to the United States Senate. The issues were complicated in Florida by one of the worst personal smear campaigns in modern history. Absence of emotionalism and low-grade appeals would have made the issue much more sharply drawn and, by and large, a fairer race.

With all of the complexities of the Florida situation, labor cannot help but admit that it took a licking. The vote and the results in that state should be enough to warn organized labor that it has not votes to spare. As a result of the Florida election, labor has one less supporter in the United States Senate—and the term there is six years.

The setback in Florida should spur working people onward in the coming weeks and months to spare no effort toward backing their candidates to the limit in forthcoming primary and regular election fights.

Behind the Ceremonies

June 14 marks the annual Flag Day celebration and this year particular attention might well be paid to the date.

Too often many of our national holidays either become a matter of perfunctory or casual celebration or

they are given no attention whatsoever in relation to the purposes for which they were designated. This is particularly true of Flag Day, Independence Day, and Labor Day. These days have become periods of great holiday merrymaking with little or no recollection or recognition of why the day is actually set aside as a holiday.

It is not suggested that people should not have a good time on the holidays, free from the workaday world of care. But it is hoped that some attention will be paid to the reasons for celebrations. Since we are coming onto Flag Day, it is hoped that our citizens will recall what the day means, what the flag means, and what the sentiments are behind the ceremonies of June 14.

The great heritage of freedom behind the ceremonies gives meaning to our world today. The least we can do is to pay some note to the freedoms we enjoy on our national holidays.

The No. 1 Problem

Unemployment is still the Number 1 problem facing most sections of the country. The American Institute of Public Opinion (Gallup Poll) recently asked this question: "What do you think is the *most important* problem facing this section of the country today?"

This question was propounded to citizens on a sectional basis—in the New England and Mid-Atlantic States; in the Middle West; the South; and the Far West.

In every section the first question—the top concern—was unemployment. Housing, defense, civil rights, the farm problem and conservation were important to certain sections, but unemployment was regarded as the top problem facing each section.

With all of the bright aspects of the employment picture, as reported by the economists from business and the Government, it might be well to give some immediate concern to the problem of growing unemployment. It is a problem which is claiming an increasing share of attention on the part of citizens everywhere.

The Little Red School House

The one-room school celebrated in song and story as the "little red school house" is passing from the American scene, but its passing is not as rapid as many may think.

The U. S. Office of Education has recently made public a study on "The One-Teacher School," in which it points out that the number of one-teacher schools in the country numbers nearly 75,000.

The figure given is for the year 1947-48 and the number is doubtless under the 74,944 given for that period. This is not only a substantial number, but constitutes 44.2 per cent of all the public schools maintained during the 1947-48 school year. In that year

teachers in schools of this class numbered more than 1 of every 12 instructors employed in the public schools.

One of the greatest factors behind the one-teacher school decrease in the last 30 years is the growing importance of motor vehicles. Improved roads have made it possible for school buses to travel substantial distances to pick up and deliver pupils to consolidated schools.

As the one-teacher school vanishes, we can expect to see more and more bus systems brought into the picture and with this trend an increasing responsibility on the part of motor carriers in the educational life of the country.

A Forgotten Group

The problem of retirement and the aging workers has claimed the study of our private and Government actuarial experts to such an extent that an important segment of the population is being almost completely overlooked.

For administrative purposes, Congress established the age of 65 as the point of retirement without taking into account the difference in ages or temperament of individuals. Some persons should be retired long before 65, while others should be permitted to remain active for many years.

But the 65-year-old group, while getting much attention and study, is not the age range which has been described by some as the "forgotten group." The latter are those between 45 and 65. These are too young to retire and find it increasingly difficult to find employment. In 1900 this group constituted 14 per cent of our population while today they total 21 per cent, and the number is growing as our general population age is increasing.

This 45-64-year-old group is found occupying a large share of the unemployment rolls. The trend of many corporations toward clamping down on new hirings with a rigid 40-year limit is making the situation more and more acute.

The plight of the 45-64 people is pointing up some of the difficulties of the retirement and pension system—a reexamination of the entire matter seems indicated.

The 1950 All-Truck Check

All members are urgently asked to read the information on the 1950 All-Truck Check which will be held June 18-23, 1950.

An explanation of the checking campaign appears on page 8. The letter of instructions which has gone out to all locals begins on page 9 and extends for the next two pages.

This is important information. Every member of the International Brotherhood of Teamsters is asked to read this information at once.

It takes everybody's cooperation. Let's all help!

Two-Billion-Dollar Moving Job

*Teamsters Execute Safe, Speedy Transfer of Securities
And Official Equipment of Mutual Life Insurance Co.*

THE safe and speedy transfer of more than \$2 billion in securities and the shift of more than 10,000 items of office equipment by union Teamsters marked one of the most spectacular moving jobs in modern history.

Teamster efficiency and skill were basic to the success of the "big move" which took place in New York City in the last few days in April when the Mutual Life Insurance Company changed its quarters from offices in Lower Manhattan and took occupancy of its newly-built 25-story skyscraper at 55th Street and Broadway.

Double-header Task

The moving job was a two-fold affair, insofar as union Teamsters were concerned. The first and most spectacular operation took place on April 25 when the securities were shifted. The second and more detailed operation followed on the weekend of April 28 when the entire offices were shifted without the loss of an hour's working time.

Moving the securities was effected with both speed and secrecy. Six armored cars of the United States Trucking Corporation were em-

ployed in transferring the securities, 250,000 pieces of paper were involved in the transfer.

Each truck made an average of four round trips and on each trip each truck was insured for \$35,000,000.

The trucks left the downtown building of Mutual at 34 Nassau Street approximately once every 15 minutes and made the route over a predetermined course which was patrolled by New York City police officers. A police motorcycle and a squad car convoyed the trucks. Each truck was manned by a driver and two guards, accompanied by two representatives of the insurance company. More than 100 men, including the city police, help protect and control the movement of securities.

The valuable paper transferred included instruments of varied denominations ranging from a \$100 bond to the \$15,000,000 registered bond of the Transcontinental Gas Pipe Line Corporation, U. S. Government bonds, public utility securities, industrial holdings, and paper representing investments in several hundred different private companies in 32 states.

Detailed preparations were made for the transfer of office effects and when the moving actually started vans left on the average of one every 12 minutes on a 'round-the-clock basis. About 250 round trips were made in the move which shifted more than 10,000 items from one office area to the new building.

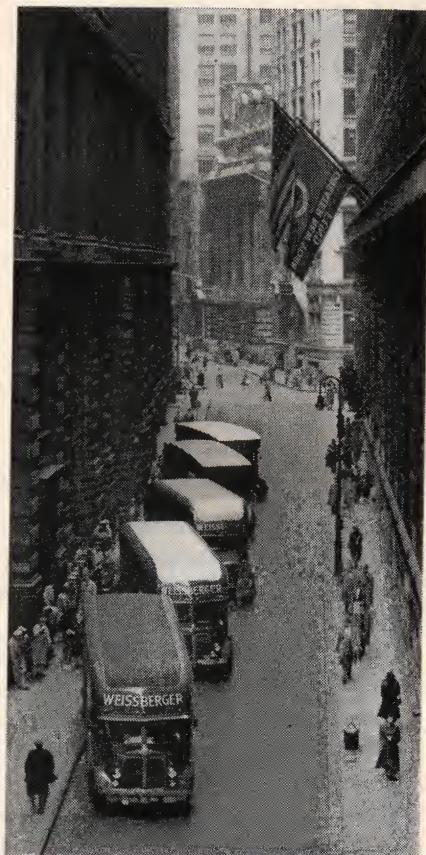
The 200-man moving crew was augmented by personnel of Mutual who were on hand to direct the correct placement of furniture and fixtures. Included in the move were 750 electrically-operated machines which had to be switched over from direct current to alternating current.

Precision Operations

The speed and efficiency of the twin moves had been planned long in advance and the operations were carried through with the utmost precision. Members of Teamster locals participating were complimented by Mutual for the excellent work done in handling the gigantic task.



Alert police officers keep a close vigil over Teamster-driven armored trucks carrying millions of dollars worth of securities of Mutual Life Insurance Company.



Four vans prepare to leave downtown building. One left every 15 minutes.

Self-Sown Seeds of Destruction

THE headlights groping through the rain up ahead on the highway were those of a truck. To the man heading his car up the long hill, they seemed to be coming on too fast. But it wasn't until the last instant—just before the crash—that he realized the truck in his path was out of control.

They dragged the mechanical wreckage off the highway and carted the human wreckage off to the morgue. And then the accident investigators went to work. It wasn't too hard for them to figure out what had added up to another familiar highway disaster.

The truck had been a rolling death-trap. Its brakes were about shot and certainly incapable of controlling the truck's load, which was several tons above the legal limit. There was reason to believe, moreover, that the driver might not have even tried to use them. A check with the trucking company named on the manifest in the shattered cab disclosed that the man had been driving continuously for at least 24 hours. He may have gone to sleep on that hill.

No Insurance

Relatives of the dead motorist made some discoveries of their own. The truck driver had no liability insurance and didn't even hold clear title to the truck that had killed the two men. The company disclaimed responsibility; he wasn't an employee—simply a “gypsy” under “lease.” So there would have to be long and expensive litigation before damages, if any, were collected.

Cost of Gypsies

In its essentials, this is the story of hundreds—perhaps thousands—of highway tragedies representing only a part of the direct toll the American public pays each year for the gypsy trucker. The toll is measured, too, in the zooming rate at

That Is What the Gypsies Are to the Trucking Industry, Declares This Authority, Who Cites Damage to Public in Lives and Property

by SIDNEY A. LEVY

which our highways are disintegrating under the pounding of overloaded trucks. It shows up in the steady deterioration of transportation service as truckers slash rates to meet the cut-throat competition of the gypsy.

A Threat—No Terror

After 15 years of trying with notably little success to make the trucking industry behave the way the law says it should, the Interstate Commerce Commission now is thinking seriously of revising its regulation. If that threat strikes any terror to the hearts of the industry's most flagrant rules-violators, they don't show it.

The industry's thousands of gypsy truckers are as obstreperous as ever, and the number of weak-scrupled opportunists among the certificated motor carriers who use them is on the increase.

To the ICC, which has clucked with increasing alarm over the uncontrolled antics of the industry Congress ordered it to bring under control in 1935, this situation presents a serious challenge. From every indication, the Commission will meet the challenge pretty much as it has in the past—with stern words and little action.

While the ICC dawdles, unemployment is on the increase and more gypsies are turning up all the time.

This article is reprinted from *Railway Progress*, published by the Federation for Railway Progress.

Says one hard-bitten official of the truck drivers' union, the A. F. of L. Teamsters, “They'd rather take a chance and see if they can make a buck instead of standing around on a corner.” He estimates there are upwards of 300,000 gypsy trucks on the road.

These itinerants, whose only investment is the down payment on the second-hand rattletaps in which they scour the highways for payloads, are the trucking industry's self-sown seeds of destruction. Shippers who have turned from the railroads and even from the reputable trucking industry to the seeming bargain-rate operations of the gypsy are learning the hard way what this means.

Furniture Ransom

Take the case of the citizen who was forced to ransom his household belongings for \$429.76, after having once paid in full. He had to in order to get them away from the moving van driver who pulled up to his new address in Phoenix, Ariz., not long ago. Back in Milwaukee, the householder had called on “Carrier A” and paid in full to “Carrier B” whom A sent to pick up the furniture. Then he paid again to “Carrier C” who took over the load at Denver where middleman “B's” run ended.

Not until that eye-opening day in Phoenix did the shipper realize that the household carrier he thought he was dealing with was actually nothing but a front for a typical fly-by-night gypsy operation.

That case can be verified in the ICC's files in Washington. There

are plenty like it, and worse. Household carriers aren't the only practitioners of this sort of sleight-of-hand. The thickest ICC violation files tell of the skullduggery carried on by hundreds of the "for-hire" companies licensed to provide common carrier service to the general public, and by the gypsies they feed on.

Gypsy truckers all have one thing in common: a compelling need to keep going because their next meal depends on it. The compulsion to stay one jump ahead of hunger and the finance company usually nips any budding sense of public responsibility.

They have no legal or moral right to cash in on the public largess that makes the nation's highway system available to the legitimate trucking industry. Gypsies pretend to overcome this deficiency by leasing themselves to carriers who do hold federal operating rights. There are plenty of carriers glad enough to take them on for a percentage of the revenue. Some have made such a good thing out of this that they don't even own a single truck. The company has the shippers and the gypsy, his truck. They strike a bargain. Sometimes the gypsy finds the load first, and then hunts up a carrier who'll lease him for the trip, taking a cut of the revenue.

The result is that a lot of America's interstate trucking is done not by the companies that have been granted rights by the Government but by the catch-as-catch-can wildcatters to whom the companies have peddled their rights. Except for the truck lease, there's been no essential change in the conditions that brought on the Motor Transportation Act of 1935. Congress had high hopes of putting the industry on a sound and reliable footing comparable to that of the railroads. But it did the job in a way that made this objective almost impossible to achieve.

The Wildcatters

Sensibly enough, Congress declared that interstate truckers would

have to get an ICC certificate of "public convenience and necessity" showing the applicant to be "fit, willing and able." But then, to quiet the yelps of truckers that this would have put out of business, the lawmakers added a gimmick known as the "Grandfather Clause." The name was borrowed from laws the Southern States enacted during the reconstruction period to get around the Fifteenth Amendment: you could vote if your grandfather had.

The effect of the clause was to grant certificates automatically to all truckers in business as of given dates in 1935. They got a perpetual license, subject to ICC revocation, to maintain their former routes and types of service whether or not they were really fit, willing and able.

Right off the bat, ICC got 80,000 applications, the bulk of which it had to approve. This blanket amnesty took in the chiselers along with the legitimate truckers. Despite subsequent attempts by the Commission to get rid of the former—attempts hampered by round-about procedures and inadequate enforcement facilities—most of the truckers rescued by the Grandfather Clause are still in business.

Patchwork Regulation

As a result, an ICC official commented ruefully the other day, truck-industry regulation is a "patchwork affair" and enforcement is growing more difficult every year. It's no wonder. The Commission has a hopelessly inadequate enforcement staff and isn't trying very hard to get a larger one out of Congress.

Of the 7,000,000 trucks on the highways, more than 2,000,000 are supposedly under ICC jurisdiction of one kind or another. Last year, the Commission's field staff managed to inspect one-half of 1 per cent of those it is supposed to police.

The safety rules restrict drivers to no more than 10 hours on the road, with a minimum of 8 hours between runs. Drivers must have an annual physical checkup, and there are specifications for brakes,

lights, running gear, fire extinguishers and so on.

To see that these and other standards covering routes, financial operations and the like are enforced, the Commission has about a dozen special agents, fewer than 20 safety inspectors and some 80 "district supervisors." It has a legal enforcement staff in Washington of seven lawyers.

Three Per Truck

During 1948 and the first half of 1949, the ICC ran some 16,000 truck inspections. It found nearly 58,000 violations, or an average of better than three per truck. Not only are truck accidents on the increase, the ICC reported to Congress this year, but there are some 125,000 carriers "who never have been notified, except through press releases, that they are subject to the safety regulations."

The most vicious troublemaker is the so-called trip lease. The gypsy leases himself to a carrier for a one-way trip; at destination he's on his own again to find another haul. The effect is to give the thousands of gypsies just enough hope of survival to keep them on the prowl. It also enables these carriers to beat down rates, range far beyond their assigned routes, and ignore the ICC's regulations in general.

This has a devastating effect on the competition—whether it be the trucking industry's law-abiding operators or the railroads. Rates set on the basis of high-grade service simply can't match those founded on the gypsy, who's usually willing to take a haul at any price that at least offers to pay his expenses back home.

The traffic manager of a truck company operating out of New Brunswick, N. J., has put into the ICC's files a concrete example of how this breaks down the industry's standards. He testified that a contract for hauls between Pennsylvania and his state was being grabbed off by a gypsy-employing competitor at a rate 8 cents below his company's.

(Continued on page 32)

First Gas-Turbine Truck Tested

Initial Road Trials of 175-Horsepowered Lightweight Turbine Unit Are Success; Similar to Jet Plane in Design

Road tests are under way with the world's first gas-turbine-powered truck using a 175-horsepowered lightweight turbine unit produced by the Boeing Airplane Company of Seattle, Wash.

First road tests have proved successful, announces Boeing, which is developing the turbine unit for the United States Navy's Bureau of Ships. The turbine unit is a 200-pound power plant installed in a ten-ton Kenworth truck. Both Boeing and Kenworth are Pacific Northwest products.

Preliminary trial runs of the new power plant were conducted quietly near Seattle, before any announcement was made of the truck installation.

Similar to the jet airplane in general design, the Boeing gas turbine develops tremendous power which is harnessed effectively whereby a secondary turbine turns a shaft instead of being exhausted by a jet thrust.

A test installation of the Boeing gas turbine as a power unit for propulsion of a boat is planned under future sponsorship of the Bureau of Ships. Development installations and further laboratory work will be a continuing program, the company announced.

The British Admiralty about two years ago released an announcement of the world's first turbine-powered vessel.

Engineers in charge of the Boeing unit said that contrary to public expectations the new turbine-powered truck is considerably quieter than a conventional diesel truck of equal power. Exhaust gases approximate the same temperature as those of a diesel or gasoline truck. The gases which are almost invisible are at such low temperature when the power idles that it is possible to place a hand over the exhaust pipe

without danger of being burned, the announcement of the new unit said.

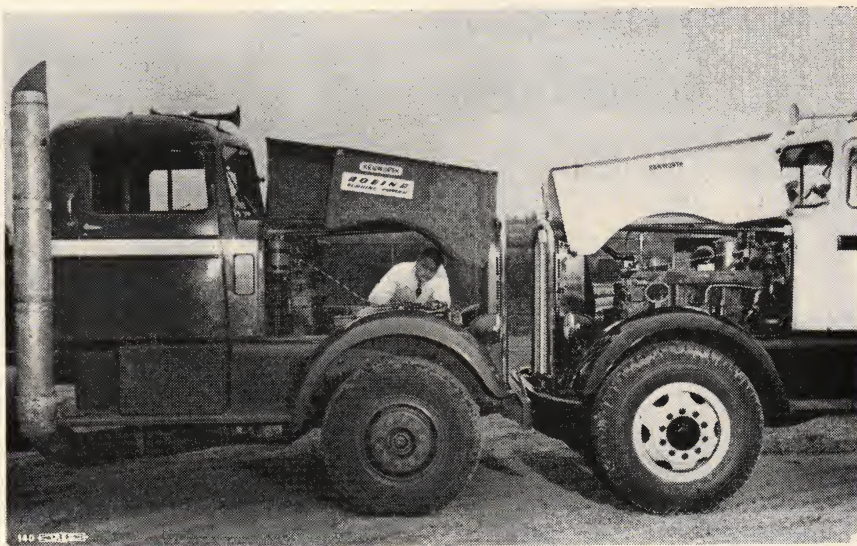
Teamsters throughout the country are watching developments in the gas turbine field to note the effect it might have on the future development of highway motor transport. Lighter and simpler power plants for motor trucks are foreseen if fur-

ther tests on the turbine unit prove successful, it is said.

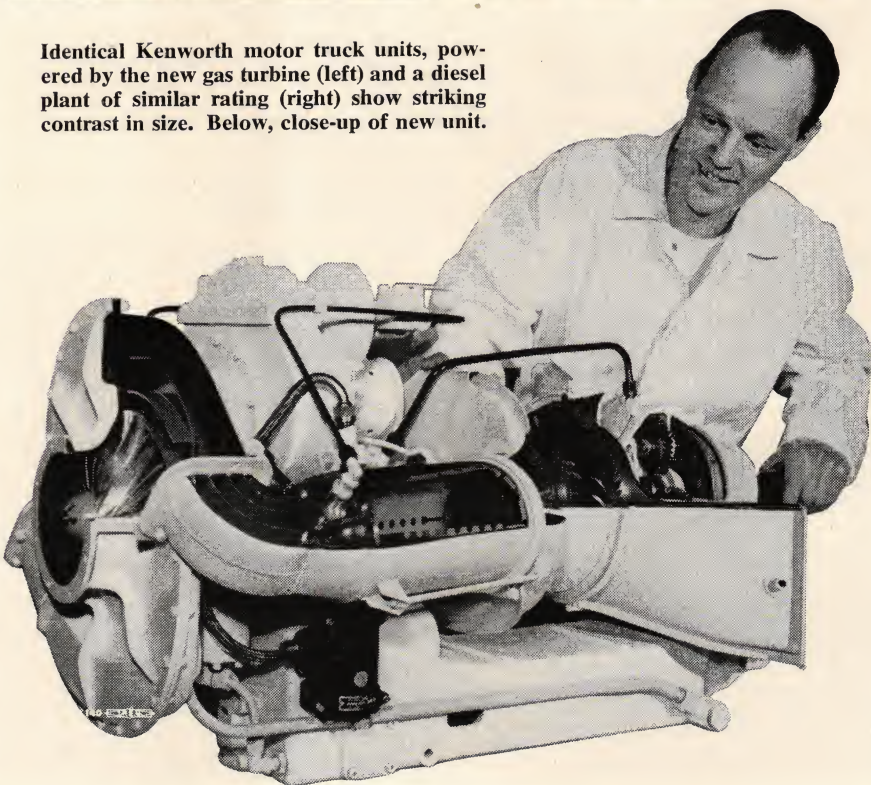
The truck installation in the Kenworth vehicle is the first service test for the new power plant under actual operating conditions. Test stand running has been under way for two years, Boeing officials pointed out in commenting on the development of the unit.

The turbine runs equally well on gasoline, kerosene or heavy fuel oil and has been test run on "bottled" gas. Of interest to drivers and fleet

(Continued on page 30)



Identical Kenworth motor truck units, powered by the new gas turbine (left) and a diesel plant of similar rating (right) show striking contrast in size. Below, close-up of new unit.



Thousands Acclaim **TEAMSTERS'** Exhibit

at the Union
Industries Show
in Philadelphia



RENEWED faith in freedom and the ability of labor and management to work together were voiced by American Federation of Labor leaders at the Fifth Union Industries Show which was held in Philadelphia, May 6-13, at Convention Hall. More than 600,000 visitors came to see the 200 exhibits which included a wide range of products bearing the union label. The Show, sponsored by the Union Label Trades Department of the AFL, was hailed as an example of harmonious cooperation between labor and management by AFL President William Green, Secretary of Labor Maurice J. Tobin and other distinguished visitors who



came to the show during its eight-day stand.

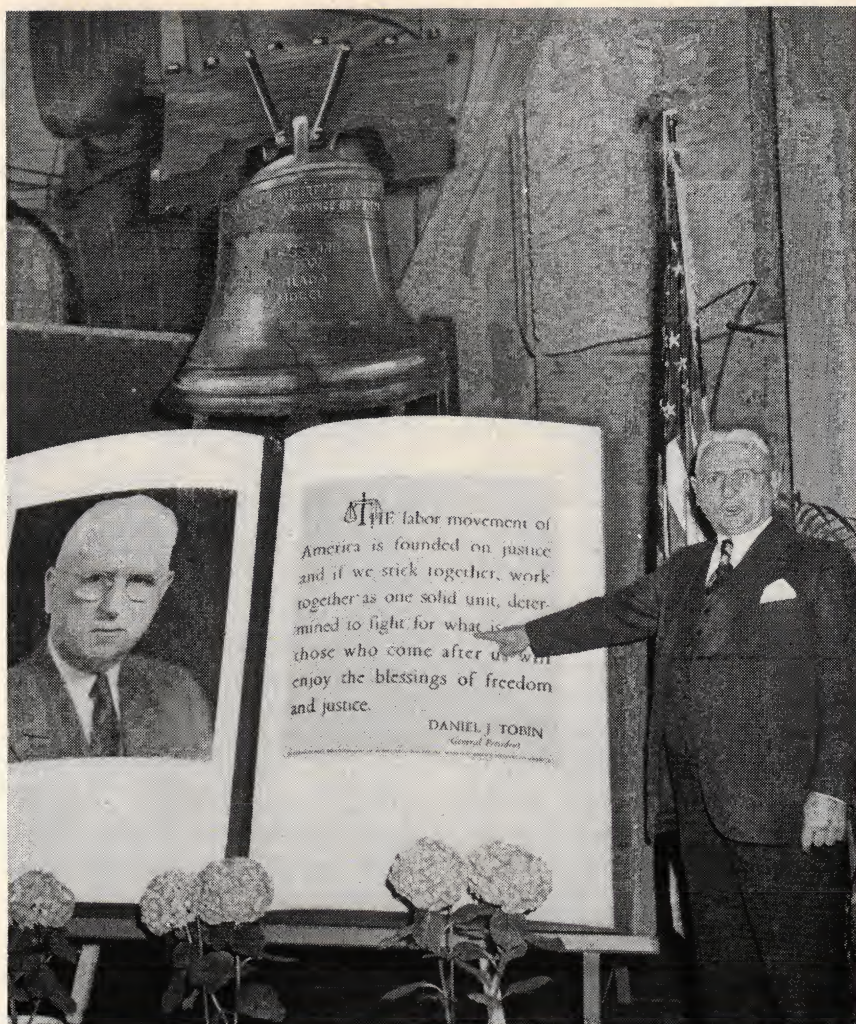
Outstanding in the exhibits was that sponsored by the International Brotherhood of Teamsters, located near the hall's entrance.

Against the wall was a large lighted wallboard with a map of the U.S. and main trunk truck lines with an enumeration of the types of services performed and industries served by motor transport. A light flashed on in rotation, drawing the spectator's attention to each industry served by trucks.

A major item on display was the large photo-display of an open book—THE INTERNATIONAL TEAMSTER—with a large photograph of General President Daniel J. Tobin on the left page and his famous quotation on the right page reading:

"The labor movement of America is founded on justice and if we stick together, work together as one solid unit, determined to fight for what is right, those who come after us will enjoy the blessings of freedom and justice."

A radio microphone and platform was an adjunct of Teamsters' exhibit for daily broadcasts.



TEAMSTER EXHIBIT—(left to right) Edward Crumbock, Teamster sixth vice president; AFL President William Green; Clifford Frimuth, president of the Supplee Milk Company of Philadelphia, and Jack Backus, president of Local Union 53.



TOP—General President Daniel J. Tobin at the Teamster display at the Union Industries Show. He points to the giant book with his quotation on labor unity. The declaration was read by tens of thousands of visitors.

CIRCLE—Ray Leheney of Los Angeles, Calif., at the microphone at the radio broadcast pickup point adjoining the main Teamster display. He is interviewing a spectator in one of the "man on the street" broadcasts aimed from the exhibit.

SHORT HAULS



Winner of Safety Award

Albert Winters, a member of Local Union No. 287, San Jose, Calif., has won the Inter-city truck division of the National Safety Council's "miles per accident" contest.



A. Winters

He drove a 180-horsepower, 15-ton diesel rig, loaded with 23 tons of bulk cement, over 119,000 accident-free miles in 1949.

Winters' record was no flash-in-the-pan, for in 18 years he has driven a million and a half miles and never been held responsible for an accident. Of his driving habits, Winters says, "I always see that I get plenty of rest before a trip, make sure my equipment is mechanically okay and I try to give the other fellow the advantage even though he may be abusing his privileges on the road."

'Hot Rod' Drivers Banned

Cooperation between a taxicab drivers' local union and the cab company which hires its members has resulted in an excellent safety record in Rochester, N. Y. "Hot rod" drivers are not tolerated under the program, under which a prospective driver for the Town Taxi and Delivery Company must first apply at Local Union No. 933, be fingerprinted, photographed, and have his record examined at the police license bureau.

Next, the president of the cab company gives each applicant a two-day road test. There also is instruction in "approach" and customer-handling technics.

In May, at a dinner attended by

Rochester city officials, drivers who had completed a year without an accident were awarded cash and gold cups. Inscribed on the cups were the drivers' names, and the total years completed without a chargeable accident.

Local 89 Wins Contract

Drivers of Morgan Packing Company of Austin, Ind., voted recently to have General Drivers Union No. 89 of Louisville, Ky., act as their bargaining agent. Since the date of the representation election, the drivers also voted in favor of a union shop. On March 3, 1950, in a meeting at Indianapolis, the representatives of the company and the Local negotiated an agreement acceptable to both. The contract contains a union shop clause, a seniority clause, a discharge clause and also provides for substantial pay increases.

The International Brotherhood of Teamsters welcomes the drivers of Morgan Packing Company into our membership and wishes them every success in their new affiliation.

Tests Lower Accidents

Vehicle check-ups do have some relationship to motor accidents, believes a casualty and surety association which studies rates in all states.

The 13 states, including the District of Columbia, which have vehicle inspections on a periodic basis, have an annual street and highway death rate more than 12 per cent below the national average, the survey shows.

The states which have the periodic check-up are: Colorado, Delaware, New Hampshire, New Jersey, New Mexico, Maine, Massachusetts, Mississippi, Pennsylvania, Utah, Vermont, Virginia, and Washington.

Sees Auto Market Up 35%

The growing new car market in the United States should be good news to the Automotive Trades Division of the Teamsters, for the greater the market and auto use, the greater the organizing possibilities.

The head of the world's largest maker of automobiles recently in a speech before an automotive group said that the potentialities in the new car market had increased by 35 per cent as compared with the pre-war period.

Increased living standards and better wages for working people are key factors in this tremendous increase in the automobile market.

Accidents Preventable

Most highway accidents shouldn't happen, in the opinion of the majority of highway safety officials. One of them, Clifford J. Fletcher, of New York State, has spelled out some of the causes for accidents which shouldn't happen.

Fletcher, who is commissioner of motor vehicles, says that much of the mounting toll of highway fatalities is due to bad manners. He says that this cause is worse in its effect than the drunken driver who gets far more public criticism.

This safety official points out that one-fourth of the highway accidents are caused by motorists who under the rules of the road do not have the right of way. Other leading causes of accidents are: Failure to obey traffic light signals; careless left turns in the face of approaching traffic; turns on green lights without due regard to pedestrians' rights at street crossings.

"Green Goods" Campaign

Teamsters in fresh fruit and vegetable haulage and those in fruit juice

concentrate transportation are interested spectators in a battle which is shaping up in the fruit trade.

The fresh fruit and vegetable industry is incensed at the efforts of some processors and concentrate makers over claims for the frozen food product. A leading frozen food processor recently advertised his products as "fresher than fresh" and upon complaint of the fresh fruit people to the Federal Trade Commission, the claims were withdrawn from advertising.

But the fresh fruit and vegetable trade is going further; it is planning a million dollar advertising campaign designed to show the housewife the advantages of buying fresh fruits and vegetables. Aim of the campaign will be to increase the volume of fresh fruits and vegetables at the expense of the frozen and processed varieties.

Firm Fetes Safe Drivers

Ten drivers, members of Local Union No. 526, Fall River, Mass., were recently presented safe-driving pins by Keogh Storage and Warehouse Company. Honored were Brothers Arthur Bienvenue, Fred Ramsey, Herve Belanger, John Gosson, John Tarvis, William Cadoza, Wilfred Parent, Norman Vautrin, William Gillerin, and Frank Walsh. The first three have each driven over a half million miles without an accident.

Sees Heavy Roads Needs

A total of \$25 million worth of road work faces Nassau County, New York, authorities, according to John C. Guibert, commissioner of public works.

Nassau County, Long Island, is one of the most heavily used sections of the United States, from a motor car point of view. An increase in population of 50 per cent in 10 years and a vehicle increase in a year of 24 per cent are adding to road work headaches in the county.

Work in the immediate future is being limited to modernizing existing roads. The county faces difficulties imposed on it by the thousands of beach crowds and Sunday drivers going out from New York City into the country placing a heavy burden on the 408-mile network of county roads.

Atom City Highest in Pay

Want to know what American city has the highest per capita pay in the U. S.? The answer: Los Alamos, N. Mex., one of the "atomic cities."

The average worker there earns approximately \$3,870 a year, which is probably a record for any American city.

13,500,000 VA Checks Paid

By early May the Veterans Administration reported that all but a million policyholders who had applied for GI insurance dividend refunds had received payment.

More than 13,500,000 checks, valued at nearly \$2,500,000,000, had been mailed out with checks still going out in early May at the rate of 50,000 a day.

Baltimore Drivers Cited

Col. Carey Jarman, superintendent of Maryland State Police, recently presented a merit award certificate to a Baltimore firm on behalf of 32 drivers who, between Sept. 1, 1947, and Nov. 30, 1949, traveled 1,763,920 miles without an accident. The drivers are members of Local Union No. 355, Baltimore. Their employer is the William Schludenberg-T. J. Kurdle Company. Col. Jarman made the award for the Baltimore Safety Council.

Turkish Transport Aided

American highway engineers are writing interesting stories of accomplishment in many lands. A recent report from Turkey shows that a U. S. Public Roads highway engineer has been instrumental in greatly increasing the usefulness of Turkish roads by bringing modern "know-how" and maintenance methods to that ancient country.

In Turkey it has been found that better methods of maintenance rather than expensive new construction has made the difference in speeding traffic along routes which once were only camel caravan trails.

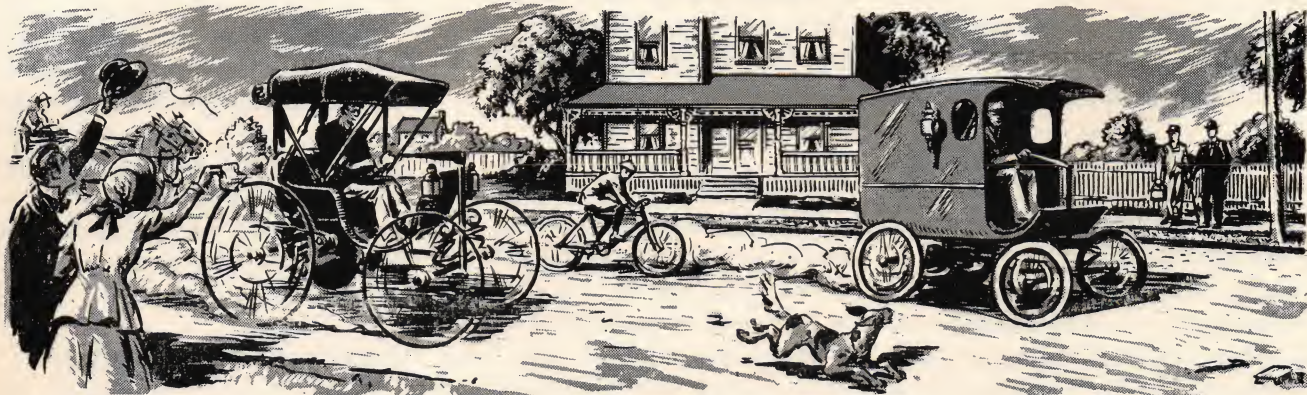
Spokane Driving Champions



These four members of Local 690, Spokane, were presented wrist watches by the local as they won championship divisions in the Eastern Washington Truck Rodeo. Shown, left to right, are: Earl Larsen, Manlowe Transfer driver, winner of the truck and trailer class; Charles Vaught, winner of 35-foot semi class; Charles Kimberling, short semi event winner and Del Robertson, solo event winner. The latter three are Inland Motor Freight drivers. Awards were made by Ab Ruhl, Secretary of Local 690.

The WHEEL

*It Affects Every Phase
Of Our Lives—the Way
We Live and Fight Wars*



CIVILIZATION has rolled forward from the days of the ancients on wheels and at no time in history as today has man been so dependent upon wheels and wheeled vehicles. We live in an age of wheels—primarily the motor age—with the passenger car and truck playing dominant roles in our present-day civilization. Our way of life is shaped and modified by the passenger vehicle and the truck.

But too often we take these modern devices for granted. We forget the parts played in the past by scientists, engineers, mechanics and thinkers who constantly sought improvement in transport vehicles and methods.

The motor car is by no means an easy end-product of mechanical progress and change. Behind the automobile lie stories of man's many efforts to propel himself and his goods forward faster and easier and over better roads. The effort to improve travel has always been an effort by man to improve his transportation and thereby better his lot in life.

Previous articles in this series have discussed the wheel as it is applied to vehicles without motive power other than man himself or domesticated animals. This article is directed toward the changes which have taken place with the harnessing

of the hidden powers of steam, electricity and gasoline.

America is indebted to Europe for the basic inventions and developments of the modern automobile. But long before the auto as we know it was developed there is a story of previous motive power—transportation by steam which came along with early railways.

Transportation of coal from the English mines to water transport was a problem in England in the 1700's. In order to bring down the high cost of coal haulage, efforts were directed toward some form of power device. Behind this need lay the work of Richard Trevithick, a Cornishman, who is credited with being the first to operate an engine hauling wagon on a railway.

Considerable work was done in the first decade of the 1800's in attempting to develop a successful locomotive to serve the coal mines. In 1813, three engines with colorful names were built by an overseer for a colliery, one Hedley. The names help describe the engines: "Puffing Billy," "Wylam Dilly," and "Lady Mary."

These strange-named vehicles actually ran and while they were not exactly heavy-duty engines, they did

arouse the curiosity and excitement of a man whose name was destined to go down into railroad history—George Stephenson.

A new railway company was formed and while some stockholders wanted to use the tracks for heavy horse-drawn wagons, Stephenson held out for an effort toward a good locomotive. Some funds were appropriated and two engines, the "Locomotion" and the "Hope," were built at a cost equivalent to \$2,000 each.

In its inaugural run the "Locomotion" created a sensation by drawing on the first trip 38 carriages or "wagons" including cars with merchandise, coal and others with workmen and passengers. On the return trip, the train hauled a heavy cargo of passengers and for a time the train and a passing stage-coach raced along where the track and highway were parallel. This early meeting of railway and horse-drawn stage marked the beginning of the end of the colorful stage-coach both in the Old World and in America.

The early railroad experiments in the British Isles and in America were forecasts of improved transportation to come. But before the age of iron rails, another period of the so-called steam carriages developed some unusual vehicles which have their place in history. These

Last of a Series

vehicles, in fact, might well be called the first motor trucks.

While efforts were being made in England to develop a successful self-propelled vehicle, work was proceeding in France. In 1769 one Nicholas Joseph Cugnot produced what is said to be the first steam-driven road vehicle. This contrivance could attain the speed of two and a quarter miles an hour. Each head of steam would last only 15 minutes, and the passengers would then have to await further stoking.

The French Government was interested in the new steam wagon for military purposes. A carriage was actually made for French artillery, but when it was exhibited in the streets of Paris it so frightened the populace that it was considered a public danger and locked up in the arsenal. The car is now a French museum object.

James Watt, the famous experimenter with steam, patented a steam carriage in 1784 and other Britishers soon thereafter. The Trevithick steam carriage which hit the streets in 1803 in England was the first power-driven car to outdistance horse-drawn vehicles.

Steam carriages were used as road cars in England with some success. The Goldsworthy Gurney steam carriages created considerable attention. The first in 1825 not only had steam motive power but was equipped with several "legs" or "kickers," long, down-protruding struts which pushed into the ground as a secondary means of propulsion.

The driver or guide for the car

was seated in front and the whole vehicle was designed much along stage-coach lines. The car was 15 feet in length and weighed about 2 tons. It carried 60 gallons of water and fuel. The speed was 10 miles per hour with the 12 horsepower motor. The boiler had 40 welded pipes arranged in horseshoe form—in case any one would break, there would be only one-fortieth loss in propulsion power.

Another steam carriage master, Walter Hancock, appeared on the scene about the same time as Gurney and built steam carriages for revenue-producing purposes. He gave names to his cars, "Infant," "Autopsy," and "Enterprise." The "Erin," another Hancock-built carriage, not only hauled personnel but it had a drag coach which accommodated 20. And on one occasion it hauled three omnibus cars with a payload of 50 persons.

Considerable animosity arose over the steam carriages. The anti-carriage people were influential and high taxes and tolls were used as weapons to fight the new-fangled inventions. Gurney was driven out of business, in fact, by prohibitive taxes.

The so-called "red flag law" was also a great annoyance. This law compelled all power vehicles to send a man immediately ahead of the car and warn people that a power wagon was coming along. Laws were passed compelling operators of the cars to have at least three persons running the cars. The discriminatory laws spelled the doom of the

steam carriage—the world's first motor trucks—until the coming of the internal combustion engine which was to result in a revolution in transportation.

The French and German engineers and scientists figure prominently in the early development of the automobile. Lenoir worked out a gasoline engine with a mixture of gas and air fired by an electric spark. The electrical method of starting combustion is Lenoir's chief claim to fame. Later Gottlieb Daimler, working on engines which had evolved to that time in 1884, made a gasoline engine suitable for a road travelling vehicle with gasoline vapor used as fuel.

An Austrian, say some historians, was the first to harness a gasoline engine to a vehicle and make the whole thing move. Siegfried Narkus put a small gasoline engine to a two-wheeled cart with flywheels driving the carriage wheels. A forecarriage of two wheels was used to guide the powered cart. The contraption attracted so much attention from the populace that police forced him to drive only at night because the curiosity was obstructing traffic!

Other European names who added to the development of cars were Carl Benz, Panhard, and Lavassor. By 1893, so many cars were operating in Paris that a speed limit was enacted—12 kilometers (7.5 miles) in town and 20 kilometers (12.5 miles) in the country.

While all of this activity was stirring in France, Germany and England, our American mechanics were



Steam carriage (right) and steam engine (left) began to vie with horse-drawn vehicles in 19th century.

busy looking into the possibility of the motor car. Americans had already developed the railroad to a high point. The broad expanses of the continent had compelled American railroaders to develop powerful locomotives and heavy-duty rolling stock to carry the burden of national expansion and industrial development.

But America is a nation of tinkers and many of this type person was to be found in wagon works and bicycle shops. It will be recalled that America was at the height of the bicycle vogue in the 90's. The bicycle craze, in fact, was one of the forces which led to considerable development in highways and transportation facilities. The bicycle was a strong influence until the fad began to die out and the motor car began to go forward as the predominating factor in American transportation.

The American automobile era began with the design and building of the first automobiles back in the 90's, with two American inventors claiming priority for the first U. S. car—Charles E. Duryea, Springfield, Mass., and Elwood Haynes, of Kokomo, Ind. These two men were pioneer builders and the controversy over who was first has raged in automotive historical circles for nearly 50 years.

The Duryea and the Haynes early cars are in the Smithsonian Institution in Washington, D. C. Here is what the tablet on the Duryea car says:

"Duryea automobile, 1892-93:



The bicycle introduced a new and popular means of travel and recreation.

Designed and constructed by Charles E. Duryea, at Springfield, Mass., using the design, body, top and steering mechanism of the first automobile, but equipped with a more powerful engine. This first machine, commenced in August, 1891, was tested on the road as early as July 8, 1892, and the second a year later. The present transmission system was installed January, 1894, replacing the friction transmission originally on the machine.

"Four-cycle, water-cooled engine, spray carburetor without float; make-and-break ignition; two speeds forward and one reverse, operated by an up and down movement of the steering handle. Horsepower, 6; weight, 750 pounds."

A tablet for the Haynes car says: "Haynes automobile, 1893-94: Built by Elwood Haynes of Kokomo, Ind. This vehicle, equipped with a 1 horsepower motor, made a successful trip on July 4, 1894, at a speed of 6 or 7 miles an hour. About two years after the trial, cer-

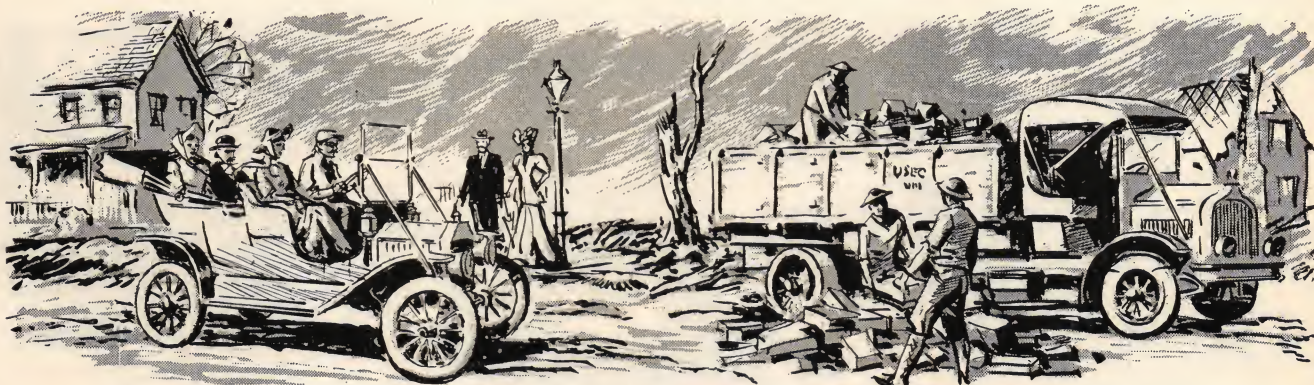
tain changes were embodied in the machine as it now stands. The original 1 horsepower motor was replaced by one of 2 horsepower; the original steering mechanism, which consisted of a worm gear attached to the center axle, was discarded, and the tiller type installed; and the original 28 - inch cushioned - tired wheels were replaced by the present 36-inch pneumatic-tired wheels."

Considerable activity in the motor field took place in the years just preceding the turn of the century. The Duryea Motor Wagon Company, America's first gasoline auto manufacturer, was founded. J. Frank Duryea, driving a Duryea motor wagon, won the first automobile race on Thanksgiving Day, 1895, in a contest sponsored by the *Chicago Times-Herald*. In that same year the first auto trade paper was started; it was called *The Horseless Carriage*.

From the time the Duryeas and Haynes developed their first frail contraptions until 1900, the U. S. saw the establishment of many automobile concerns and the appearance of names most of which have long been forgotten.

Early cars leaned heavily on the horse-drawn vehicles which they were about to replace. This was true whether the cars were gasoline, steam, or electric in motor power. High wheels, like the old buggy wheels, and buggy-like bodies were characteristics of the first cars.

The first commercial "truck," if it can be called that, was an Autocar Delivery Truck with 700 pounds capacity and priced at \$700 in 1899.



As gas-powered passenger cars became popular, America was quick to see value of truck transportation.

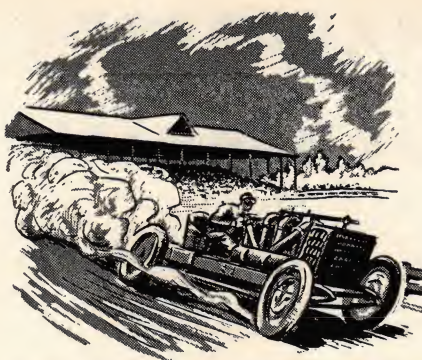
The car was an open-front, tiller-guided job which looked very much like a horse-drawn light delivery panel wagon used by bakeries.

The United States Post Office Department got interested in motor vehicles in 1899 in an effort to speed the mails and in the same year Boston, in the interest of accident reduction, closed its parks to motor vehicles from 10 a. m. to 9 p. m.

Activity in American automobile work increased in the new century and production, which was 4,000 cars for 1900, had climbed to 24,250 cars and 750 trucks in 1905. Vast changes were taking place. The honeycomb radiator appeared and the steering wheel replaced the tiller. In 1905, the side entrance tonneau was replaced by rear entrance bodies. Just 50 years ago this year the first auto show was held in New York City and in the same year the first car license was issued and was called an "engineer's certificate."

But auto makers had to be businessmen as well as mechanics and inventors. They began the use of advertising early in the auto era. Some of the slogans used were "Buy a Bates and Keep Your Dates"; "The Locomobile is propelled by steam and has ascended and descended Mt. Washington"; and "Each Mile Tested to a Minute Flat" (Pope-Hartford).

In 1901, R. E. Olds began the first mass production of automobiles, an innovation which was destined to revolutionize American industry. In 1903, Packard adopted the famous "H" slot gearshift arrangement



With improvement of power-driven cars, racing developed into a popular sport.

which became standard on manual gears until the era of special transmissions, recently adopted.

One of the most colorful characters ever to appear on wheels made his name in the early days—Berner Eli Oldfield. "Barney" Oldfield and his famous Ford racer, the old "999," became a symbol of speed. He exceeded 91 miles an hour in "999" in 1904.

Speed and inventiveness were the keystones of automobile life. Motors were improved, lamps were added, batteries improved and new devices were added in the interests of improvement and competition. It is said that one out of every six patents issued by the U. S. Patent Office since 1899 has been an automotive invention. About 8,000 auto patents are issued.

Production kept climbing and rose from the 1905 figure to the phenomenal figure of 896,000 passenger cars and 74,000 trucks and buses in 1915. The 1905-15 decade was important in motor car manufacture and during this period considerable

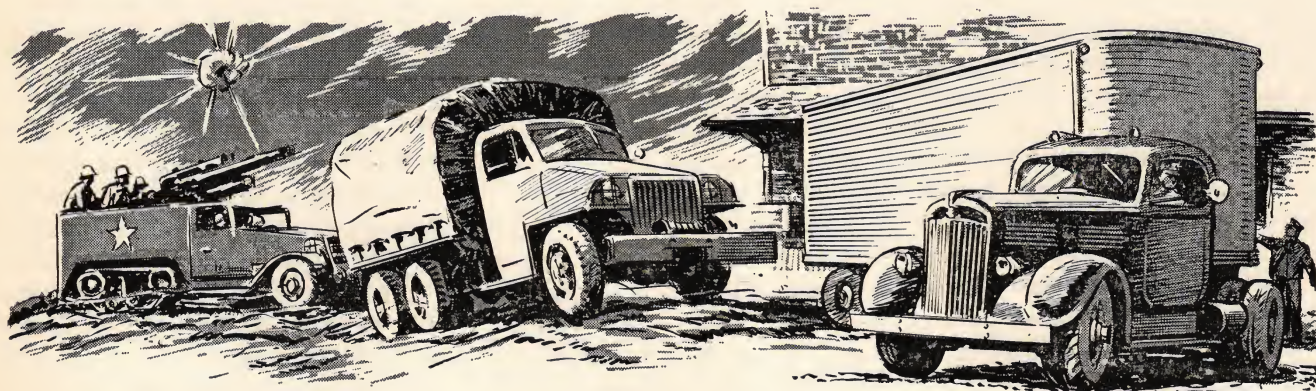
attention was given truck design and construction. The first truck show was held in 1911 and a parade of 500 trucks participated in a parade of "commercial wagons" in Philadelphia. The Liberty Bell was transported from Philadelphia to the Panama-Pacific Exposition by truck, thereby attracting considerable attention to this new mode of commercial hauling.

Henry Ford, in 1914, announced a minimum wage of \$5 a day. He had proved that mass production and low costs made for big sales. His company made a million dollars profit in 1907, the year before the famous Model T was introduced.

In 1911, the Indianapolis Motor Speedway held its first race with a Marmon "Wasp" winning. This car introduced the first rear-view mirror. The speedway course has become a proving ground for cars and a test oval for tires, fuel and mechanical equipment. New cars made their appearance on the American scene and others faded as the competition for the buyer's dollars became intense.

The 1915-25 decade saw motor production shoot up four-fold with the 1925 production showing manufacture of 3,735,171 cars and 530,659 trucks and buses. During this period the truck had come into its own, aided partly by the interest in speedy and convenient transportation brought on by World War I. This was also a period of high-powered merchandising. American auto makers had mastered the art

(Continued on page 28)



Value of truck transport was emphasized in spectacular manner on world battlefields in World War II.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

Foresee Repercussions from Peaceful Picketing Decision

A decision by the United States Supreme Court on May 8 upholding a state court which enjoined peaceful picketing by two Teamster unions in Seattle, Wash., promises to have legal and perhaps political reverberations which may be felt throughout the entire nation.

The court decided by a 5 to 3 vote that the state of Washington could enjoin picketing by labor unions which was indisputably peaceful. Justice Felix Frankfurter spoke for the court. Justice Sherman Minton wrote a vigorous dissent in which he was enjoined by Justice Stanley Reed. Justice Hugo L. Black dissented on grounds cited in a previous case involving a similar question. Justice William O. Douglas took no part in consideration of the case.

The vote of the justices thus was 5 to uphold the Washington statute and 3 to overrule it. While no one can say how Mr. Justice Douglas would have voted, his record is a liberal one and observers of the case believe that he might have cast his vote against the statute, thus making the margin even closer than the 5-3 vote indicates.

The importance of the case is expressed in the words of Mr. Justice Minton in his vigorous dissent in which he says:

"The outlawing of picketing for all purposes is permitted in the State of Washington by the upholding of these broad decrees."

Both cases concerned Teamster

locals in Seattle and both involved the automobile business. The title of the case is Teamsters Union v. Hanke, but two separate actions were brought under the Washington statute. One case involved Teamster Local No. 309 against Hanke and the other Local No. 882 against Cline.

The facts are set forth in the majority opinion. A. E. Hanke and his three sons did business in Seattle as automobile sales and repair organization. At the time Hanke bought the business, it had been run as a union shop and the union shop card has been displayed. He continued to display the shop card—Hanke had become a member of the Teamsters. The name of the firm was listed with other firms whom union members were encouraged to patronize.

Background of Case

Local No. 882, Automobile Drivers and Demonstrators, is closely affiliated with No. 309. No. 882 had negotiated an agreement with the Independent Automobile Dealers Association of Seattle (to which Hanke did not belong) providing for closing used car lots at 6 p.m. daily and all day Saturday, Sunday and certain holidays. It was the practice of the Hanks to remain open at nights, weekends and holidays. In January 1948 representatives of Nos. 309 and 882 called on the Hanks asking them to respect the agreement with other dealers.

Hanke refused to honor the closing agreement and turned in his union shop card. The name of the firm was dropped from the list endorsed by No. 309. Shortly thereafter a picket was sent by the local to picket peacefully between 8:30 a.m. and 5 p.m. o'clock. He carried a picket sign saying "Union People Look for the Union Shop Card." A facsimile of the card appeared on the "sandwich" type sign.

Delivery drivers refused to cross the picket line and thereby cut off deliveries to the Hanks' place. Business fell off sharply. Hanke sued No. 309 and the trial court granted a permanent injunction against the union and awarded \$250 damages. The Supreme Court of Washington upheld the decision of that trial court on appeal.

"The second case, also in Seattle, also involved Local No. 882. One George E. Cline became a member of Automobile Drivers Local No. 882 in 1946 "induced by the threat of picketing" said the Supreme Court. In the same year he became a member of the dealers' association. In August 1947 he notified the local he did not care to continue membership in the Teamsters and advised the local he was no longer a member of the dealers' group. He said he did not intend to be bound by the business hours agreement which had been set up. He said he was going to operate on Saturday and when he proceeded to do so, the local began picketing his place—peacefully.

Business fell off and supply drivers refused to deliver across the picket line. No. 882 reached a new agreement with the independent dealers and as a condition to the removal of pickets, said that Cline would have to keep his place closed after 1 p.m. Saturday, and he would have to hire a member of the union as a salesman at a certain rate of pay on commission basis.

Cline sought an injunction against the union for picketing and was successful in getting a permanent de-

cree against the union. No damages were sought. The case went to the United States Supreme Court for the consideration of claims by the union that freedom of speech was being abridged by action of the state courts.

The court, speaking through Mr. Justice Frankfurter, said that "while picketing has an ingredient of communication it cannot dogmatically be equated with the constitutionally protected freedom of speech."

The court in a discussion praising "little business" and self-employer, said that the courts in Washington had concluded "that even though the relief afforded the Hanks and Cline entailed restriction upon communication that the unions sought to convey through picketing, it was more important to safe-guard the value which the State placed upon self-employers leaving all other channels of communication open to the union. The relatively small interest of the unions considerably influenced the balance that was struck."

Statement is Inconsistent

The United States Supreme Court quoted with approval a statement from the opinion of the Washington Supreme Court which said "the union's interest in the welfare of a mere handful of members is far outweighed by all interests of individual proprietors and the people of the community as a whole, to the end that little businessmen and property owners shall be free from dictation as to business policy by an outside group having but a relatively small and indirect interest in such policy."

This "balance" that was struck was not inconsistent with the Federal Constitution said Mr. Justice Frankfurter. The court also cited a previous case (*Senn v. Tile Layers Protective Union*, 301 U. S. 468) concerning permission by the state of Wisconsin to picket. Mr. Justice Frankfurter concluded that since the court in that state had permitted picketing, a state court could also withdraw the privilege of picketing.

This particular phase of the Frankfurter reasoning was strongly attacked by Mr. Justice Minton in his dissent who said, "... because Wisconsin could permit picketing and not thereby encroach upon freedom of speech, it does not follow that it could forbid like picketing; for that might involve the Fourteenth Amendment."

The Minton dissent points out that in the Seattle cases there was no violence; on that point there is no dispute, authorities are cited showing that peaceful picketing is an instrument of publicity by unions.

On the matter of the state's setting bounds, he pointed out that the states may set bounds but they must not violate the U. S. Constitution. He also emphasized that recent cases by the Supreme Court uphold picketing in the view that "peaceful picketing and truthful publicity is protected by the guaranty of free speech."

In commenting on the majority opinion in his dissent Mr. Justice Minton said, "The outlawing of picketing for all purposes is permitted the State of Washington by the upholding of these broad decrees. No distinction is made between what is legitimate picketing and what is abusive picketing. ... Because the decrees here are not directed at any abuse of picketing but at all picketing, I think to sustain them is contrary to our prior holdings, founded as they are in the doctrine that 'peaceful picketing and truthful publicity' is protected by the constitutional guaranty of the right of free speech. I recognize that picketing is more than speech. That is why I think an abuse of picketing may lead to a forfeiture of the protection of free speech. Tested by the philosophy of prior decision, no such forfeiture is justified here."

Supreme Court Upholds Non-Communist Oath

The Taft-Hartley law in requiring a non-Communist oath by union officers in order to use National

Labor Relations Board machinery is constitutional, says the United States Supreme Court.

The non-Communist oath provision of the law has been one of the most contentious parts of the statute. All organized labor resented the provision, but most labor leaders complied with the law. The American Federation of Labor took the lead in compliance with the law although many bitterly resented the possible implication of disloyalty or the reflection on their loyalty to the Government.

The Supreme Court opinion May 8 covered two cases which had reached the nation's highest tribunal from lower courts in litigation involving two Congress of Industrial Organizations unions. The two unions were the American Communications Association and the United Steel Workers of America.

When the court handed down its opinion Chief Justice Vinson spoke for the court and Justices Stanley F. Reed and Harold H. Burton fully concurred with the opinion. Justice Felix Frankfurter concurred in part with the majority and wrote a separate opinion and Justice Robert H. Jackson concurred in part and dissented in part. Justice Hugo L. Black dissented vigorously from the majority opinion.

The non-red affidavit is in three parts: (1) the affiant says he is a responsible officer of the union; (2) he is not a Communist, and (3) he does not believe in nor support any organization that believes in or teaches the overthrow of the Government by force or any illegal or unconstitutional means.

Sections 2 and 3 were at issue. Five justices held that Section 2 was constitutional (Vinson, Reed, Burton, Jackson and Frankfurter) and three held that Section 3 was also constitutional (Vinson, Reed, and Burton).

One justice, Black held that both Sections 2 and 3 were illegal, and two justices (Frankfurter and Jackson) agreed that Section 3 was illegal.

Los Angeles Teamsters Boost Safety



Teamster International Representative John M. Annand (left) is shown with Judge Roger A. Pfaff of the Los Angeles traffic court as they examine one of the 25,000 pamphlets printed by the Teamsters of that city to promote safe driving by motorists. Pamphlets are distributed to violators who appear in traffic court.

The Wheel—Its Role in History

(Continued from page 25)

of mass production and they attuned their tremendous manufacturing output to ever-increased sales drives. This also had a pronounced effect on highway building. This decade saw the first great rush to improve American highways made in answer to insistent demand of auto owners and truck users throughout the country. Trucks were being used for more and more over-the-road service and fleet owners demanded hard-surfaced roads. The Midwest was particularly active in road improvement, especially Illinois, Indiana, and Ohio.

The U. S. Army used a fleet of trucks as a supply train for an expeditionary force in Mexico. In 1919, just after the war, new speed records were sought and Ralph DePalma, another symbol of American speed, set a record barely under 150 miles an hour in a Packard. This was also a period of endurance runs, economy tests and other demonstra-

tions of the practicability of the automobile. The phrase "horseless carriage" and "get a horse" had long passed out of current usage by this time. This was also the period in which changeover in customer preference was being made from open cars to closed cars. Soon the auto makers were to concentrate on the closed car models with the open models as the exception rather than the rule.

The 1925-35 decade was one of extremely high production and a sharp falling off. In 1929, the peak year of the big boom, production exceeded 5,000,000 units, a figure not to be reached again for many years. More than 4,500,000 passenger cars and 771,000 trucks and buses were off the production lines.

Trucks continued to claim attention and in 1931 a trans-continental run was successful when a Southern California fleet owner used a truck and a refrigerated trailer to deliver 21 tons of California fruit to New York in 117 hours running time.

The last 15 years marked further growth in the automotive field with

trucks, particularly, claiming top priority attention from a commercial viewpoint. Truck manufacturers have so diversified their lines that now trucks are manufactured to meet practically every transportation need conceivable, running from light fast delivery cars to extra-heavy-duty rigs for tanks, logs or other heavy hauling items.

Dramatic use of cars was made in this period in World War II when motorized units were used in preference to railroad cars for artillery and for supply work. The automotive industry turned the wheel to new use over and far above hauling. New names came into usage with new devices—the "duck," the "weasel," the "jeep," etc. The automobile industry went all-out in war production. Little conversion was needed for truck manufacture, but so many diversified war items were made by passenger car manufacturers that considerable retooling was necessary.

After the war, as materials became plentiful, the great production line of Detroit began humming with activity in an effort to supply the long unfilled need for cars and trucks. Trucks were the first to come near supplying the need while passenger cars are nearing the catch-up point in most makes. As this point is reached the sales staffs trot out their heavy advertising artillery to make renewed efforts to sell more and more cars to help put America more on wheels than it has been before. With new roads being built and congestion becoming a problem, we are witnessing attention now toward our highway problem in an attempt to see that the transportation arteries do not become choked up by the mounting volume of cars and trucks.

Thus the wheel has turned a great many historic cycles from the time man first sliced off a section of log and made a crude cart. Today the wheel is serving many in a multitude of ways to help speed industry and commerce and make living better for all.



Greetings of the summer season ladies. As this issue of your JOURNAL goes to



press, "June is bustin' out all over," and I for one am getting the urge to get out in the good warm sun and do things. Now is the time to start acquiring your summer tan before the really hot summer days begin. Try a 15-minute sun bath each day now. It will be wonderfully relaxing and then when you begin your summer jaunts to the shore you'll neither look anemic in your bathing suit nor acquire a lobster red glare your first day on the beach.

Picnic Suppers

And speaking of outings, why not resolve to have more picnic meals this summer. Instead of eating supper every night in the sun-baked house, pack a picnic supper at least once a week and go to the park or drive into the country, if you're so fortunate as to live near enough. You'll be surprised how relaxing this will be for the whole family. Of course children always adore a picnic, but you'll be gratified at the benefit you and friend husband will get from the break in the regular routine.

And one night for your picnic supper, get little cube steaks, cook them over an open fire, heat potato sticks in their cans in the ashes, and take plenty of chilled tomatoes to be eaten whole with lots of salt, and a big crunchy loaf of Vienna bread. Have a big jug of iced tea with plenty of ice and lots of lemon and I'm sure you'll have no complaints on that bill of fare. Incidentally on some of your summer outings it's nice to have one hot prepared dish—baked beans or scalloped potatoes will keep hot a long time if wrapped in several layers of newspaper as soon as they are removed from the oven.

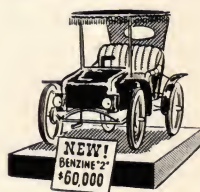
Reducers Take Note

Speaking of steaks and potatoes, the June *Holiday* magazine has good news for would-be dieters who really want to lose weight but are looking for an "Eat-all-you-want-and-grow-thin-diet." The diet described in an article by Elizabeth

Woody recommends plenty of steak and of all things—French Fried Potatoes—certainly anathema in any diet I ever heard of before. Well anyway it's worth a try. In test cases of 20 individuals who tried the diet, an average of 22 pounds was lost in a period of a little over three months.

If you are interested in trying this new and certainly to us "love fooders" improved diet plan, send 10 cents in coin to: Diet Guide, *Holiday*, Independence Square, Philadelphia 5, Pa.

About That New Car



up-to-date tools to work with. According to auto statisticians the car of today would cost \$60,000 if built with the tools of 1910.

A Way With Flowers

June is certainly the flower month and, if you are at all interested in flower arranging, offers a multitude of blooms to work with. In this regard, why not put aside your regular flower bowls and vases for a time and try some arrangements with some of the more unusual pieces of household equipment on hand. Try daisies in an old crock or yellow mixing bowl and black-eyed susans in the old bean pot. For a real thing of beauty and a joy to behold, try Paul Scarlet roses in your best milk glass pitcher or compote.

Thought for the Month

I thought we might let a bit of philosophy creep into our page this month. I heard the remark passed recently that "Happiness is not getting what you want, it's liking what you get." Truer words were never spoken and we might take a tip from them that will make our lives and those of our families happier. Instead of being dissatisfied and bemoaning the fact that we can't have this or that, let's live for every day and enjoy what we have and forget what we have not. There are very, very few people in this world

who get exactly what they want out of life. Let's try to be satisfied with what we have and count our blessings instead of our deficiencies.

Buying Tip

Does the master of the house sometimes delegate you to buy his shirts? Want to know a good way to pick a satisfactory one at the bargain counter? Feel the collar. Men's shirts of better quality are always sold with the collars soft, while those of poorer quality generally have the collars stiffened with starch or sizing.

Recipe of the Month

Looking for a new recipe to try that's just a little new and different? Why not surprise your family with:

BLUEBERRY MUFFINS

- 1 cup firm blueberries
- 2 cups sifted flour
- 1/3 cup sugar
- 3 tsp. baking powder
- 1 tsp. salt
- 1 egg (beaten)
- 1 cup milk
- 4 tbs. melted shortening
- 1 tbs. sugar
- 1 tsp. grated orange rind

} For
topping

Sift together flour, sugar, baking powder and salt. Combine milk, egg and melted shortening in small bowl and add—all at one time—to dry ingredients. Stir rapidly. Batter will be lumpy. Add blueberries. Spoon batter into greased muffin pans (12 filled 2/3 full).

Mix the sugar and orange rind and sprinkle over tops of muffins. Bake 20 minutes in hot oven (425° F.) or until nicely browned and serve piping hot.

Half a Yard of Maple Syrup

There's always something new under the sun. It may be we will be buying various sauces, salad dressings, catsup, syrup and the like by the yard before long. A certain manufacturer has perfected a new foil strip with these condiments in little sacks to be torn off and used as individual servings.



Summer Pick-up

We started out with a note on summer and shall end with a summer pick-me-up. Keep a large bottle of your favorite cologne or toilet water in the refrigerator during the hot days. Take your chilled cologne with you at bath time and dash it generously over your body after you're all bathed and dried. During the day too, get your bottle out, moisten a tiny wad of cotton and pat your forehead and neck and wrists. It will be cooling and refreshing and help you to look fresh and unharried at the end of the day.

Chicago Teamsters Study Social Legislation



Milk Wagon Drivers of Local 753 don mortar boards at end of course at Illinois Institute of Labor and Industrial Relations.

An eight-week class in social legislation, sponsored by the University of Illinois Institute of Labor and Industrial Relations in cooperation with the Chicago Federation of Labor, was recently completed by several members of Milk Wagon Drivers Local No. 753. Caps and gowns were worn at the graduation ceremony, at the suggestion of Thomas

J. Haggerty, secretary-treasurer of the local.

The sessions, held at the Chicago Women's Trade Union League headquarters, were led by Prof. Herman Erickson. At the graduation, Brother Haggerty said, "We believe you graduates are going from this course with a fresher and more enlightened outlook on life."

Receiving certificates were Brothers John Ahern, C. Felger, W. Hartwig, William Hay, Clarence Jaquith, Alfred Koehler, Malcolm Koehler, William McDonald, William McNulty, John Middleton, O. M. Olson, Frank Paschke, John Rogner, Walter Samuel, Henry Stede, Frank Werner, Charles Kish, Erwin Mielke, Wayne Therry and Jay Zieler.

Turbine-Unit Truck Undergoes Tests

(Continued from page 17)

owners is the elimination of a cooling system, the elimination of much gear shifting, and the ability to start and immediately develop full power without the usual "warm-up" period common to piston-type engines. "Stalling" is also said to be impossible with the turbine unit.

In describing the Boeing turbine, engineers said that it weighs at least 2,500 pounds less than conventional engine installations of equal power and should therefore greatly increase the revenue-producing payload space for truck operators. Not only is the weight less but the new power plant occupies only 13 per cent of the space normally taken by a 200-horsepower gasoline or diesel engine.

The installation made in the Kenworth truck was made with little

modification of the truck from its conventional design. It is believed, however, if the turbine proves as practical as present tests seem to point, that radical changes in truck design may take place.

Controls for the gas turbine truck differ but little from those of a conventional vehicle. Starting is accomplished by a standard automobile starter button which brings the turbine to idling speed. Upon reaching this speed the fuel valve is turned on and the engine operates "on its own." Inasmuch as there is no direct connection between engine and drive shaft, the truck has in effect a "gas drive" transmission similar to the now familiar fluid drive on many cars, except that the "fluid" is gas instead of oil.

Power is developed and used by the turbine on the same principle as that used in ship steam turbine, but exhaust gases in place of steam turn the turbine shaft and generate power.

Gas Prices Are Reaching New High

The gasoline price situation may have some effect on the trucking business, if the prices keep on skyrocketing, say some transportation observers.

By early May gasoline had hit a price which topped anything yet reached since post-World War I days. This struck most people as peculiar since there is no shortage of petroleum stocks. In fact, reports from the industry show that stocks are at record levels.

Oil industry spokesmen claim that the gasoline price situation is a somewhat complicated affair, predicated in no small degree to the relationship of other petroleum products. Be that as it may, those who operate passenger cars and trucks realize that they are paying more for gasoline than they should.

Aluminum Roof Rack Has 350-Pound Capacity

A capacity of 350 pounds is claimed for a new roof rack made by brackets of heavy polished aluminum and cross bars of heavy wall aluminum.

With four holes drilled in the roof of the vehicle, toggle bolts are inserted, making disturbance of upholstery unnecessary. The load at each support is distributed by a felt pad over 70 square inches of area. Rope knots are unnecessary with the device. With the use of a clamp, rope can be tightened from either side. Complete weight of the rack is less than 10 pounds.



New Equipment Produces Roughness on Tire Tread

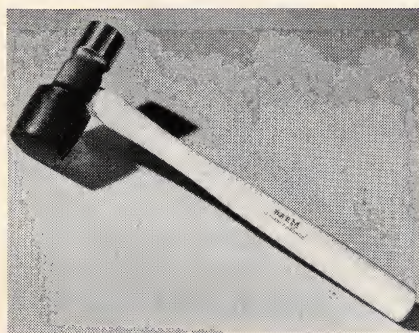
New equipment is being manufactured which can be used to produce thousands of rough-edged holes in tire tread. Only the top surface of the tread is penetrated, so a tire having one-sixteenth of an inch or more of tread can be treated.

The manufacturer says the rough edges provide better traction on slippery surfaces.

To treat the tire, the wheel is jacked and the engine run slowly, rotating the wheel on the tread-roughening device. It takes two to seven minutes to treat one tire.



Two-Purpose Hammer Produced for Mechanics



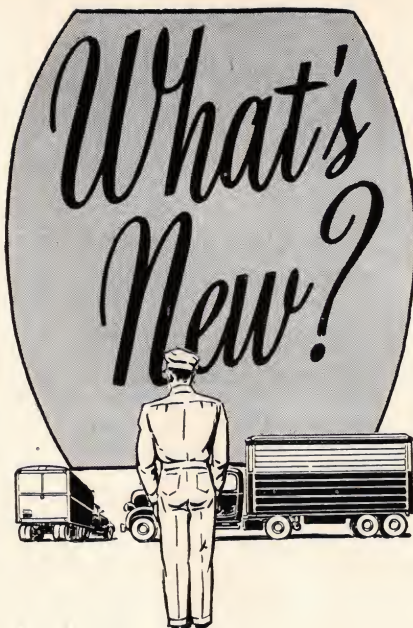
A two-purpose hammer is being produced by a Cleveland manufacturing firm. The hammer has the usual drop forged steel end. On the opposite end is a rubber head for use in more delicate jobs.

The rubber head is medium hard. Weight of the tool is 40 ounces, the manufacturer says.



Signalling Device Tells Speed of Your Car

With a new three-color signalling device, the driver in back of you can tell whether your car is going more than 10 miles an hour, whether the brake is being



applied or whether you're going less than 10 miles an hour.

A green light goes on when the car moves more than 10 miles an hour. When brakes are applied, an amber light glows, and when speed is 10 miles an hour or less, a red light flicks on.

The device has only two connecting wires, and the maker claims it is easily installed.

Auto Radio Line Said To Last Years Longer

A new line of automotive radios being produced by a Chicago firm has 10 per cent longer life than previous models, the maker contends.

Miniature tubes are used in the models for the first time, giving a more compact set which is considerably easier to install. Improved vibrators are said to be the main reason for the increased life of the sets, each of which has seven tubes and push-button controls.



Plastic Seal Claimed Aid in Radiator Leaks

In the repairing of automobile radiator leaks, cracked engine block, etc., a new improved plastic seal is said to have a high degree of effectiveness. While repairing the leakages, it also cleans the system and will work in water, alcohol, glycols and methanol. Twenty-four hours after its use the system can be drained without affecting the repaired places.



New Solder Boasts Different Ingredients

A new solder product differs from other solders in the character of its ingredients, being free from separation or skinning over in the car and retaining its original

pliability. According to claims made for it, it is easy to work, flows on smoothly and feathers perfectly, will not skin over while being applied, and does not shrink, peel, pin-hole or crack. In addition, it adheres to all materials used in body construction, including aluminum, stainless steel and monel metals.



New Development Claimed For Plastic Coating

A new development in ready-mixed, abrasion- and corrosion-resistant plastic coating is one that can be applied to wood and metal by brush, spray or dipping and is both air drying and non-toxic. These coatings, which are highly dielectric and resistant to alcohol, acids, salts, alkali, and fumes, are also proof against cleaning mixtures, sterilization by steam, and oxidation.



Tripod Support Gives Hand Truck Great Power

A recently-introduced lightweight tubular steel hand truck is complete with adjustable tripod support and leverage plate. Due to the added strength supplied by this tripod support, this 27-pound truck will handle loads up to 600 pounds. For maximum ease of wheeling, the telescoping tripod is adjustable instantly to any position and loads are broken back by stepping on the end of the leverage plate. Whenever desired, the truck can be converted to a two-wheeler by folding the third wheel assembly completely away.



Paint Remover Designed For Metal Surfaces

For effective use on lacquer, enamel and synthetics, baked enamel and zinc chromate primer, a new water-rinsable paint remover has been specifically designed for removing finishes from metal surfaces.

When applied with a brush, the remover penetrates the finish, forming a soft mass that can be flushed off with water from a hose and will not harm the brush. For removing the softened finish, a stiff bristled brush or steel wool dipped in water, or a putty knife or scraper, can be used. Since the remover leaves no oily film or waxy deposit, no wash-up is needed after the finish has been removed.



Snap-on Key Ring Claims Practical Features

A practical and handy snap-style key ring has been marketed for persons who carry and use a number of keys.

The item, made of stainless steel, is welded and attached to a top quality snap, according to the maker. The device is attached to the belt as a precaution against loss.

Relax WITH US

Dirty Story

A teamster, eating at a strange cafe, complained to the waitress that the silver was not clean. "I wouldn't let that bother you," said the waitress, calmly. "You know it is said that we must eat a peck of dirt before we die." "That may be," answered the driver, "but it has not been said that we must eat it all at one time."

★

Must Hang Together

The suitor, courting the lady of his fancy, admitted that his face was his fortune and that one of his relatives had been hanged.

"Well," responded the lady, "my face is also my fortune, and though none of my relatives have been hanged, most of them should have been."

★

Play the Other Side

An elderly gentleman, whose memory had failed with the passage of the years, was fond of reading, but never remembered what he read. His daughter, who supplied him with books, realized this and gave him the same volume from time to time. On being asked, on one occasion, how he enjoyed the book, he said, "Oh, the subject matter is most interesting, but I believe the author has a tendency to repeat himself."

★

Wig-Wag Wrangle

An English barrister entered the court with his wig askew, and was puzzled at the merriment evident among his fellows. "What's wrong," he asked. "Is my wig not in order?"

"Oh, it's not your wig," one wag replied, "It's what's under it."

★

Should Be Union-Made!

Asked to describe his boss, the trucker replied, "He's a self-made man—and one of the worst examples of unskilled labor."

★

All Husbands Take Note

She: "It's the woman who always pays."

He: "Yes, with her husband's money or that of some other poor fellow."

★

Money Cures Manny

A Scotchman was crossing the ocean for the first time, and began to feel strangely dizzy. Staggering to the steward, he asked what would prevent seasickness. "Have you a quarter?" the steward asked. "Certainly," replied the Scot, taking the desired coin from his pocket, "but do hurry." "Now, said the steward, "put it between your teeth, and keep it there."

He Out-Foxed Her!

A young lady was interested in buying a fur jacket. "This is beautiful," she said, gazing at a handsome coat of red fox, "but I'm afraid." "Afraid of what?" asked the salesman. "I'm afraid it might be ruined in the rain." "My dear madam," exclaimed the salesman, "did you ever see a fox carrying an umbrella?"

★

Muddy Creek

Two hillbillies, living in a mountain town, went wading in a nearby creek. "Jeepers," exclaimed the first, "ain't yore feet dirty!" "And what right have you to talk?" said the second. "Yore feet are worse than mine." "Yeah, but you fergit," was the reply, "I wuz born two two years afore you."

★

Natural-born Winner

The guests at a party were playing a game to see who could make the worst faces. The prize was awarded to a man seated somewhat apart from the others.

"I'm sorry," he apologized, when the presentation was made, "but I wasn't playing."

★

Neither Hair Nor There

Niece: "Auntie, why is it Uncle hasn't any hair?"

Auntie: "Why, it's because he is a wise man and thinks so much. You see, it hasn't time to grow."

Niece: "Then, Auntie, why is it that you have so much hair?"

Auntie: "Now, dear, run along and play and don't tire Auntie with questions."

★

Not One to Bank On

Warehouseman Jones was very proud of his first bank account, and carefully checked each statement he received. When he had accumulated two hundred dollars, he presented the teller with a withdrawal slip for the entire amount. "Why are you closing your account, Mr. Jones?" queried the teller, handing him the money. "Have you lost confidence in us?"

"Oh, 'tain't that, 'tain't that at all. And I ain't closing the account. I just want to count the money to see that it's all here."

★

Hot-Time Granmpa

"How old is Grandpa Higginbottom?"

"I don't know, but when the cake was brought in at his last birthday party, the room got so hot they had to open all the windows."

Self-Sown Seeds Of Destruction

(Continued from page 16)

So the New Brunswick line took on a gypsy, too. "And that rate—which was totally unprofitable—was established and we are now operating under it," said the traffic manager.

Did that make sense or sound transportation? Not by a darn sight, he declared. "I was forced to do it in self-preservation. There's no way to beat it. One gypsying operation made two and from now on the lid is off and I don't know where we'll go from there."

Can't Come too Soon

Those new regulations the Commission is mulling over obviously can't come any too soon. But at best, it will probably be another two years before they are in effect. An ICC examiner who held several months of hearings ending last year, recommended that:

1. Truck leases run for at least a 30-day period, except for those between certificated carriers, which presumably could continue trip-leasing.

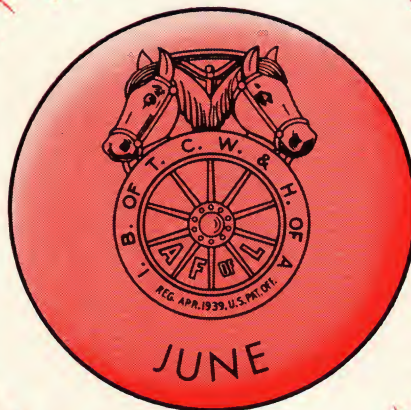
2. Percentage splits of revenue between carriers and gypsies be banned.

3. Leased trucks be driven only by employees of the leasing carrier.

These certainly add up to a step in the right direction. What the ICC really needs, however, is a pair of seven-league boots to cover all the ground it has lost. Even if the examiner's recommendations are approved by the Commission itself and withstand the court attack the American Trucking Associations are certain to launch, the ICC's overworked staff can offer only a sort of lick-and-promise enforcement.

Unless Congress provides funds for a vastly enlarged staff or writes a new law that will stick, truck industry regulation will continue to be about as effective as bailing a sinking rowboat with a teaspoon.

TEAMSTERS' BRIGHT SPOT



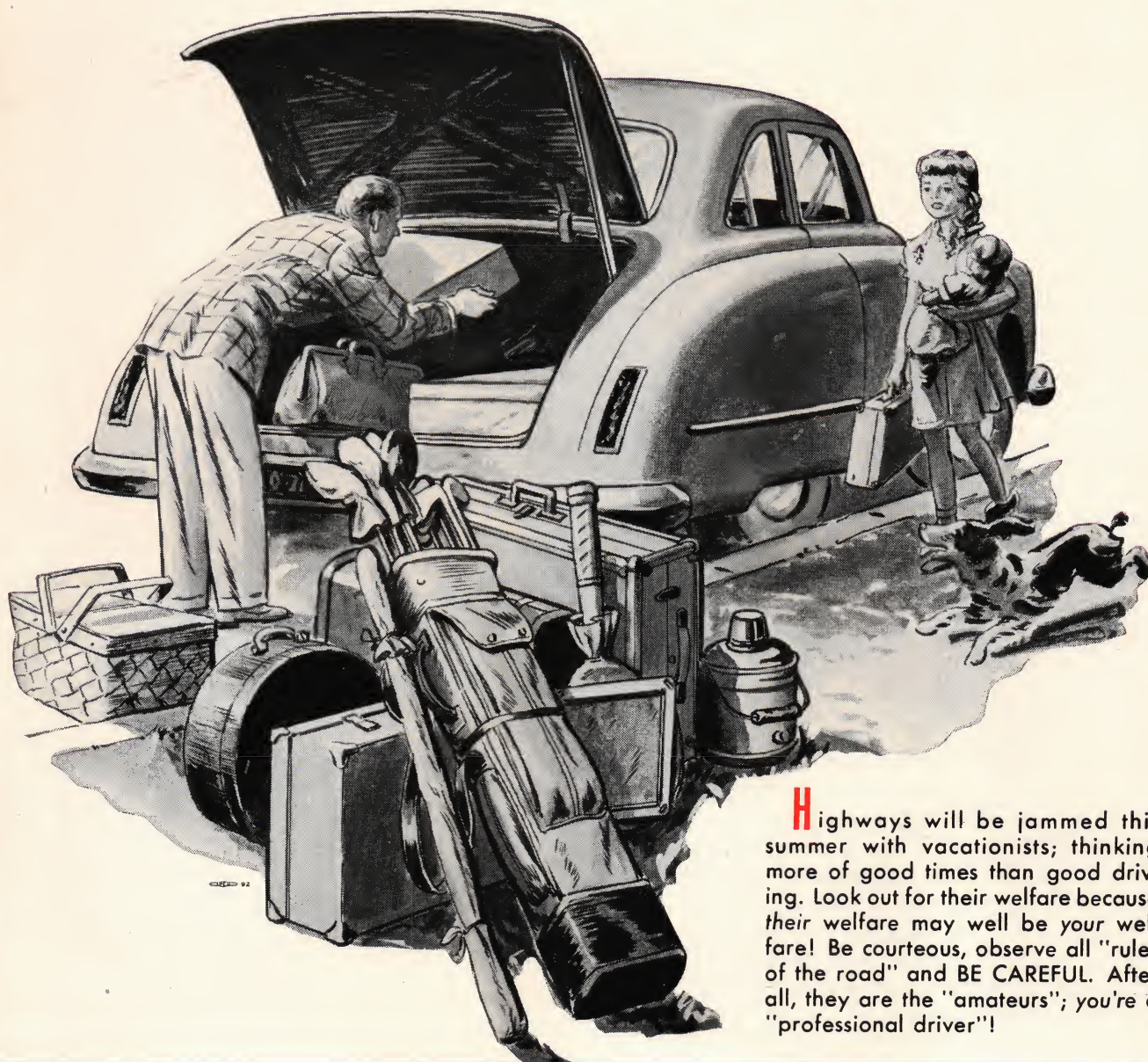
That button on your cap stands for many things. It shows you have a sense of responsibility to your fellow-workers. It represents a higher standard of living for your family.

If there was no such button, no Teamsters' Union, no protection for the individual through concerted action, there is every chance your outlook would be much darker!

Keep your "bright spot" glowing!

Smart-driving UNION TEAMSTERS will help them have a

SAFE VACATION!



Highways will be jammed this summer with vacationists; thinking more of good times than good driving. Look out for their welfare because *their* welfare may well be *your* welfare! Be courteous, observe all "rules of the road" and **BE CAREFUL**. After all, they are the "amateurs"; you're a "professional driver"!

You can be someone's "DRIVER of the YEAR"